

TYNGSBOROUGH ECONOMIC DEVELOPMENT PLAN

June 2006



Prepared for:

**The Town of Tyngsborough
Economic Development Committee**

Prepared by:

Northern Middlesex Council of Governments

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Acknowledgements

The Northern Middlesex Council of Governments (NMCOG) hereby acknowledges the active participation of the following members of the Tyngsborough Economic Development Committee:

- Richard Lemoine, Board of Selectmen
- Tracy Connor, resident
- Walter Eriksen, business representative
- Robert Nista, resident

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TABLE OF CONTENTS

	<u>Page No.</u>
I. Introduction	1
A. Project Overview	1
B. The Economic Development Committee	2
C. The Study Areas	2
II. Baseline Conditions	10
A. Economic and Demographic Analysis	10
B. Zoning, Land Use and Infrastructure Analysis	18
1. Land Use/Development Trends	19
2. Zoning, Land Use and Tax Data for Study Areas	21
3. Infrastructure.	27
III. Alternatives Analysis	37
A. Town Center	37
B. East Tyngsborough Study Area	47
C. Middlesex Road Study Area	48
D. Kendall Road and Cummings Road Study Area	54
E. Westford Road Study Area.	56
F. BU/Sycamore Networks	57
G. Model Design Guidelines	58
IV. Recommendations	60
A. General Recommendations	60
B. Study Area Recommendations	63
1. Middlesex Road	63
2. Westford Road	69
3. East Tyngsborough	71
4. Kendall Road and Cummings Road.	72
5. Boston University /Sycamore Networks	74
V. Conclusions	76
A. Public Meeting and Input	76
B. Priority Recommendations and Plan Implementation.	77

Appendices:

Appendix A: Tyngsborough Economic Development Committee Meeting Agendas .	87
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	<u>Page No.</u>
Appendix B: Zoning and Land Use Inventory by Study Area . . .	95
Appendix C: Zoning Breakdown by Study Area	114
Appendix D: Assessed Value and Property Tax Data by Study Area . .	137
Appendix E: Town Center Overlay District Overview	156
Appendix F: Corridor Overlay District Overview	161
Appendix G: Draft Industrial Zoning Article for Town Meeting	164
Appendix H: Public Meeting Notice	170

LIST OF TABLES

	<u>Page No.</u>
Table 1: Tyngsborough and Regional Population Figures and Projections . .	11
Table 2: Population Growth Rates for Tyngsborough and the NMCOG Region .	12
Table 3: Population Composition by Race and Hispanic Origin in 2000. . .	12
Table 4: Population Composition by Age Group in 2000	13
Table 5: Households in Tyngsborough and the NMCOG Region- 1990, 2000, and 2030	13
Table 6: Families in Tyngsborough and the NMCOG Region – 1990 and 2000 .	13
Table 7: Changes in Population, Households and Families – 1990, 2000, 2000-2030	14
Table 8: School Enrollment in Tyngsborough and the NMCOG Region in 1999 .	14
Table 9: Educational Attainment in Tyngsborough and the NMCOG Region (1999) .	15
Table 10: Per Capita, Median Household and Median Family Incomes and Number And Percentage Below Poverty, 2000	15
Table 11: Change in Per Capita, Median Household and Median Family Incomes and Number and Percentage Below Poverty, 1990-2000	16

LIST OF TABLES (cont'd)

	<u>Page No.</u>
Table 12: Housing Unit Characteristics – 1990 and 2000	16
Table 13: Housing Sales and Median Sale Prices in Tyngsborough	17
Table 14: Unemployment Rates in Tyngsborough and the NMCOG Region	17
Table 15: Composition of Businesses in Tyngsborough and the NMCOG Region	18
Table 16: Land Use/Development Trends in Tyngsborough and the NMCOG Region, 1971, 1985, 1991	19
Table 17: Agricultural Land Uses in Tyngsborough and the NMCOG Region, 1971, 1985, 1991	20
Table 18: Comparison of NMCOG Build-out and Tyngsborough Master Plan	21
Table 19: Study Area Summary – Parcels, Tax Properties and Acreage	22
Table 20: Summary of Zoning Categories for Five Study Areas	23
Table 21: Zoning Categories by Study Area	23
Table 22: Five Study Areas by Land Use	24
Table 23: Middlesex Road Study Area by Land Use	25
Table 24: Westford Road Study Area by Land Use	25
Table 25: East Tyngsborough Study Area by Land Use	26
Table 26: Kendall Road and Cummings Road Study Area by Land Use	26
Table 27: BU/Sycamore Networks Study Area by Land Use	26
Table 28: Tax Assessment and Payment Information	27
Table 29: Summary of Intermunicipal Agreements for Sewer.	28
Table 30: Tyngsborough Water Suppliers and Water Sources	32
Table 31: Traffic Count Data for Study Area Roadways	33
Table 32: Short-Term Action Items and Implementation Responsibility	79

LIST OF TABLES (cont'd)

	<u>Page No.</u>
Table 33: Intermediate Action Items and Implementation Responsibility . . .	82
Table 34: Long-Term Action Items and Implementation Responsibility . . .	84

LIST OF MAPS

Map 1: Tyngsborough Economic Development Plan Study Areas . . .	3
Map 2: Study Area A – Middlesex Road	4
Map 3: Study Area B – Westford Road	5
Map 4: Study Area C – East Tyngsborough	6
Map 5: Study Area D – Kendall Road and Cummings Road	7
Map 6: Study Area E – BU/Sycamore Networks	8
Map 7: Proposed Town Center Overlay District	43
Map 8: Proposed Corridor Overlay District	52

LIST OF PHOTOS

Photo 1: Old Town Hall on Kendall Road	38
Photo 2: View of the Merrimack River and the Tyngsborough Bridge from Middlesex Road	53
Photo 3: Entrance to the Sycamore Networks parcel at Westford Road and Potash Hill Road	56

I. Introduction

A. Project Overview

The Northern Middlesex Council of Governments (NMCOG) entered into a contract with the Town of Tyngsborough to develop the Tyngsborough Economic Development Plan as a means to encourage economic growth, while maintaining the quality of life for the town's residents. Funding for the project was appropriated by the Massachusetts Legislature, and the funds were made available to the Town through a grant managed by the Massachusetts Department of Housing and Community Development (DHCD).

Throughout the plan development process, NMCOG staff worked closely with Economic Development Committee. This document will be utilized to advance the goals of the town's 2004 Master Plan and *Affordable Housing Comprehensive Plan*. The Tyngsborough Economic Development Plan will also be tied into the regional *Comprehensive Economic Development Strategy (CEDS)* prepared for the Economic Development Administration (EDA) of the U.S. Department of Commerce. Collectively, the Tyngsborough Economic Development Plan and the documents outlined below, establish the framework for economic development and affordable housing initiatives in the town and the region:

- The *Master Plan for the Town of Tyngsborough*, prepared in 2004, is the community's policy plan for future growth and development. The Master Plan contains several recommendations that focus on economic development, including the creation of commercial nodes in the town center, evaluation of the benefits of establishing a mixed-use zoning district in the area of the proposed relocated Pawtucket Boulevard, the establishment of an I-2 zoning district, and identification of opportunities for additional development along Middlesex Road, Westford Road and Kendall Road;
- The *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2004-2008*, a regional economic "blueprint" that outlines economic development initiatives for the region, builds upon the strengths and opportunities of the region's central city, Lowell, and the eight surrounding communities. Approval of the CEDS by the Economic Development Administration (EDA) of the U.S. Department of Commerce qualifies the Greater Lowell region for EDA funding; and
- By way of the *Tyngsborough Affordable Housing Comprehensive Plan*, the Town has developed a partnership with DHCD through the approval process associated with this document, and controls the future development of affordable housing as long as it is established in accordance with the approved plan.

The Tyngsborough Economic Development Plan is predicated on the land use, economic development and affordable housing strategies outlined in each of the documents described above.

B. The Economic Development Committee

The Tyngsborough Economic Development Committee is comprised of five members who have been appointed by the Board of Selectmen based on their skill set in the area of economic development. The committee is responsible for sustaining existing businesses within the town and actively pursuing new businesses opportunities, as outlined in the Town's 2004 Master Plan. According to the committee bylaws, the committee shall: "(1) identify parcels of land suitable for re-zoning opportunities, development by new businesses and industries, and enhancement of business simulation within the realm of the Master Plan; (2) work closely with Town officials, boards, committees and other entities to ensure proper adherence to Town By-laws and regulations...and develop a plan for fast track approvals of business expansion or development; and (3) develop marketing tools and materials to be used to attract new businesses and industries to the Town".

The Tyngsborough Economic Development Committee provided feedback to the NMCOG staff throughout the study process. The Committee met 1-2 times per month throughout the plan development process on the following dates:

- February 8, 2006
- March 7, 2006
- March 29, 2006 (Kick-Off Meeting)
- May 10, 2006
- May 31, 2006
- June 14, 2006 (Public Meeting)
- June 28, 2006

Copies of the agenda for each of these meetings can be found in Appendix A.

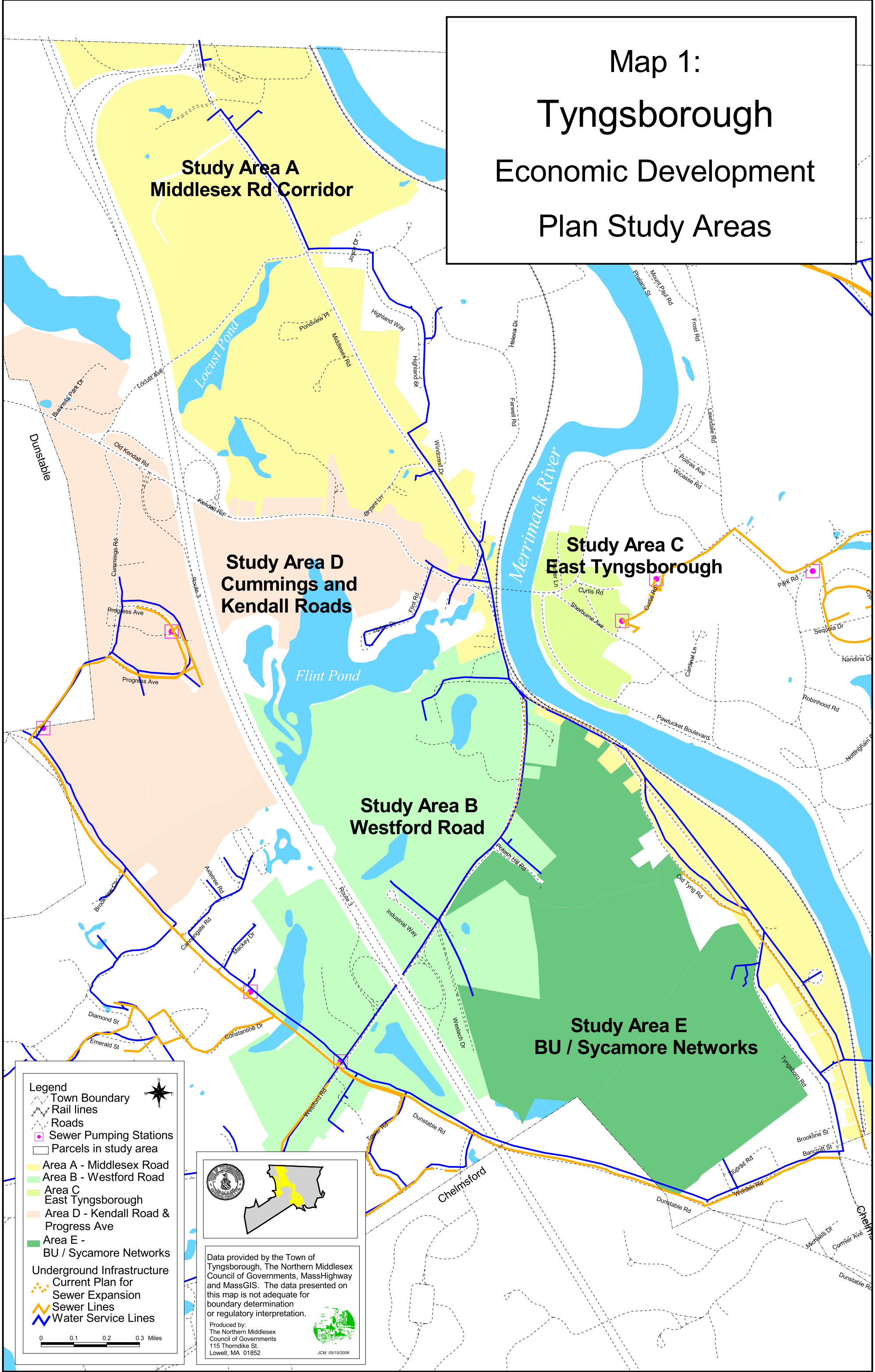
Participation of interested officials and residents was encouraged as part of the Economic Development Committee meetings. Representatives of several town board and committee regularly participated and provided valuable input on many issues.

C. The Study Areas

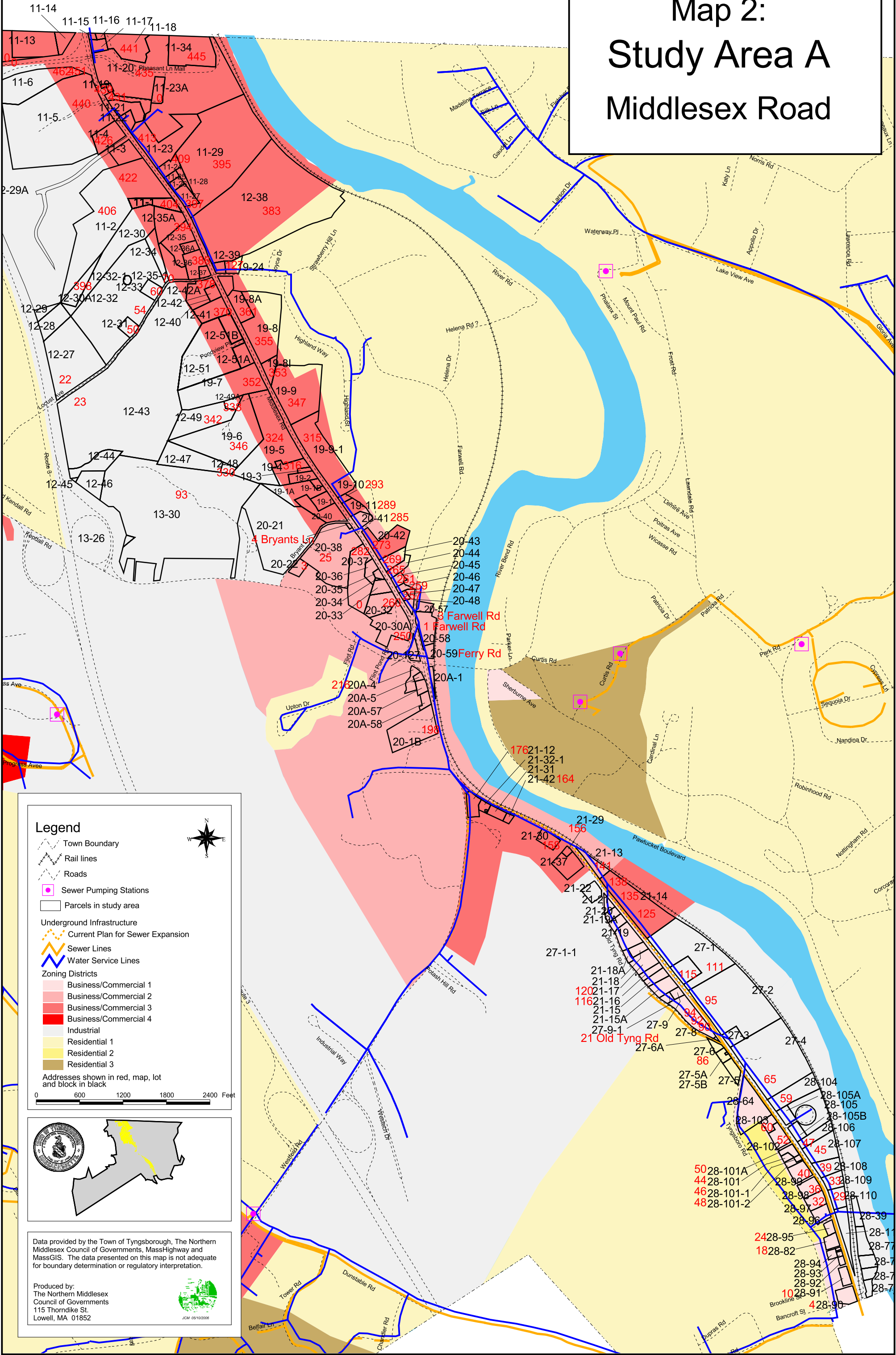
Initially, plan development focused on the following four study areas: (1) the Middlesex Road corridor; (2) the vicinity of the proposed relocated Pawtucket Boulevard; (3) Westford Road from Middlesex Road to Swan Road; and (4) Kendall Road/Cummings Road and Progress Avenue. Based on discussions at the March 7, 2005 meeting of the Economic Development Committee, the study areas were expanded to include: (1) additional land lying west of Middlesex Road to Route 3, from Kendall Road north to the New Hampshire state line; (2) property owned by Boston University; (3) property owned by Sycamore Networks; and (4) property owned by Notre Dame Academy.

In order to make data analysis manageable, NMCOG staff, with input from the Economic Development Committee, refined the study areas to include five distinct geographic designations as shown on Maps 1 through 6 and described on the following pages.

Map 1:
Tyngsborough
Economic Development
Plan Study Areas

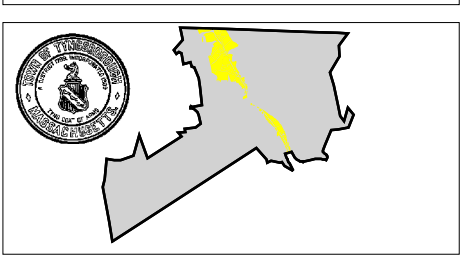


Map 2: Study Area A Middlesex Road



Legend

- Town Boundary
- Rail lines
- Roads
- Sewer Pumping Stations
- Parcels in study area
- Underground Infrastructure
 - Current Plan for Sewer Expansion
 - Sewer Lines
 - Water Service Lines
- Zoning Districts
 - Business/Commercial 1
 - Business/Commercial 2
 - Business/Commercial 3
 - Business/Commercial 4
 - Industrial
 - Residential 1
 - Residential 2
 - Residential 3
- Addresses shown in red, map, lot and block in black



Data provided by the Town of Tyngsborough, The Northern Middlesex Council of Governments, MassHighway and MassGIS. The data presented on this map is not adequate for boundary determination or regulatory interpretation.

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Council of Governments
115 Thorndike St.
Lowell, MA 01852

JCM 05/10/2006

**Map 3:
Study Area B
Westford Rd**

Legend

- Town Boundary
- Rail lines
- Roads
- Sewer Pumping Stations
- Parcels in study area
- Underground Infrastructure
 - Current Plan for Sewer Expansion
 - Sewer Lines
 - Water Service Lines
- Zoning Districts
 - Business/Commercial 1
 - Business/Commercial 2
 - Business/Commercial 3
 - Business/Commercial 4
 - Industrial
 - Residential 1
 - Residential 2
 - Residential 3
- Street address in blue.
Map, lot, block in black.

0 0.1 0.2 0.3 0.4 0.5 Miles

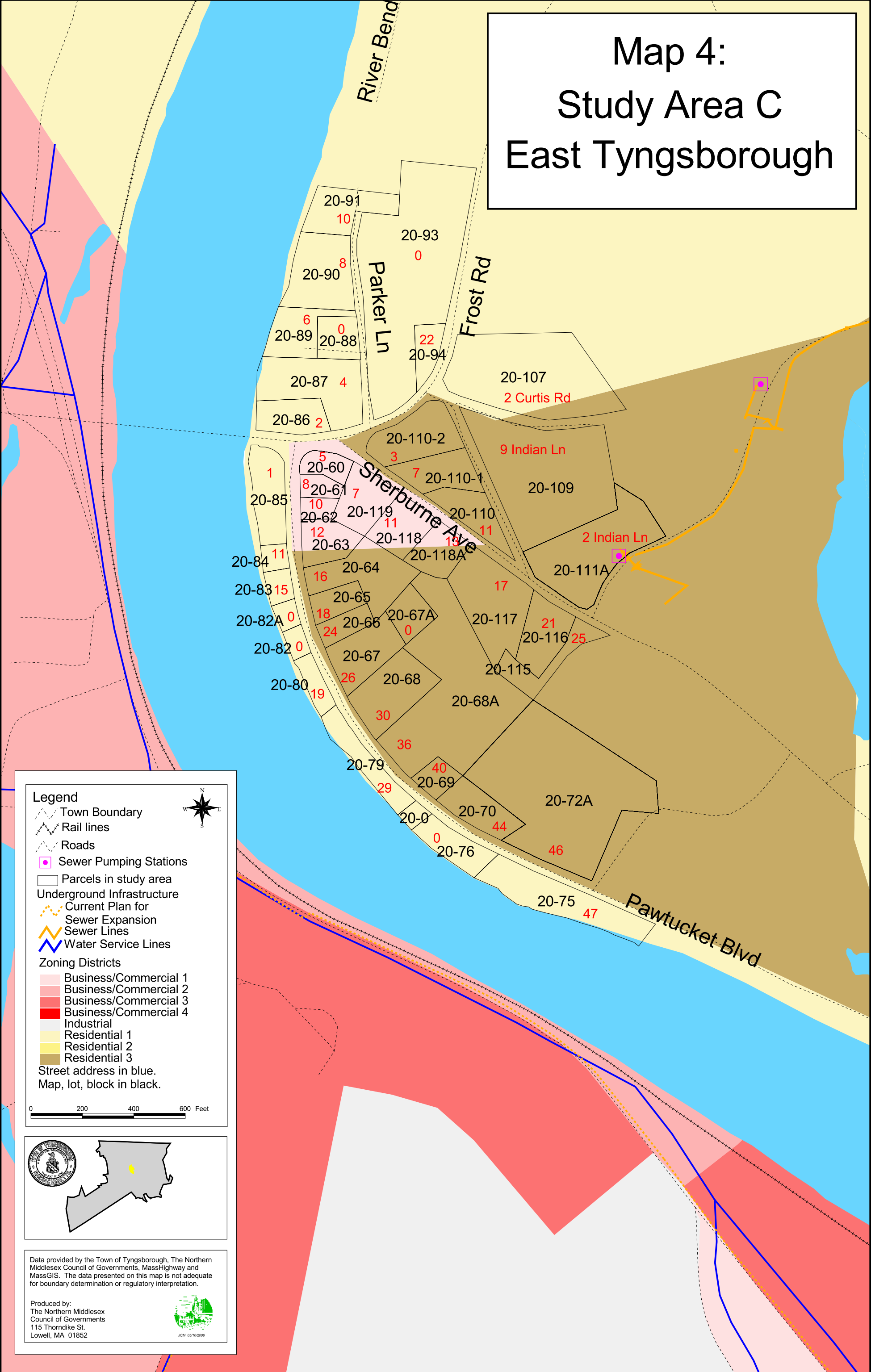
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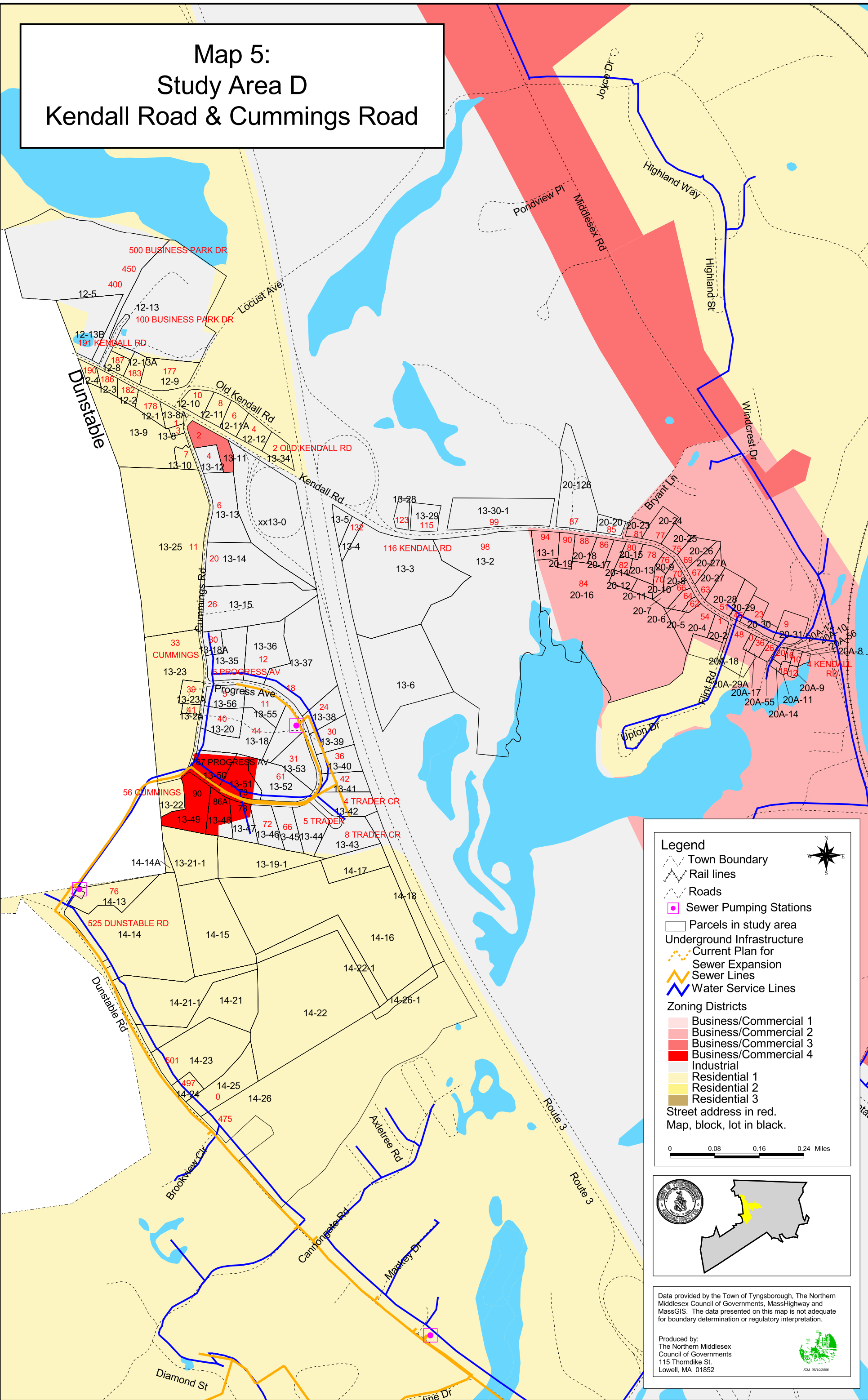


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Map 4:
Study Area C
East Tyngsborough




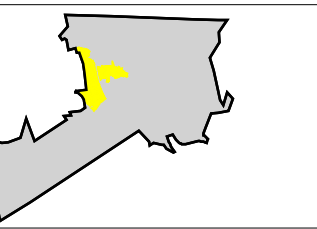
Map 5:
Study Area D
Kendall Road & Cummings Road



Legend

- Town Boundary
- Rail lines
- Roads
- Sewer Pumping Stations
- Parcels in study area
- Underground Infrastructure
 - Current Plan for Sewer Expansion
 - Sewer Lines
 - Water Service Lines
- Zoning Districts
 - Business/Commercial 1
 - Business/Commercial 2
 - Business/Commercial 3
 - Business/Commercial 4
 - Industrial
 - Residential 1
 - Residential 2
 - Residential 3
- Street address in red. Map, block, lot in black.

0 0.08 0.16 0.24 Miles

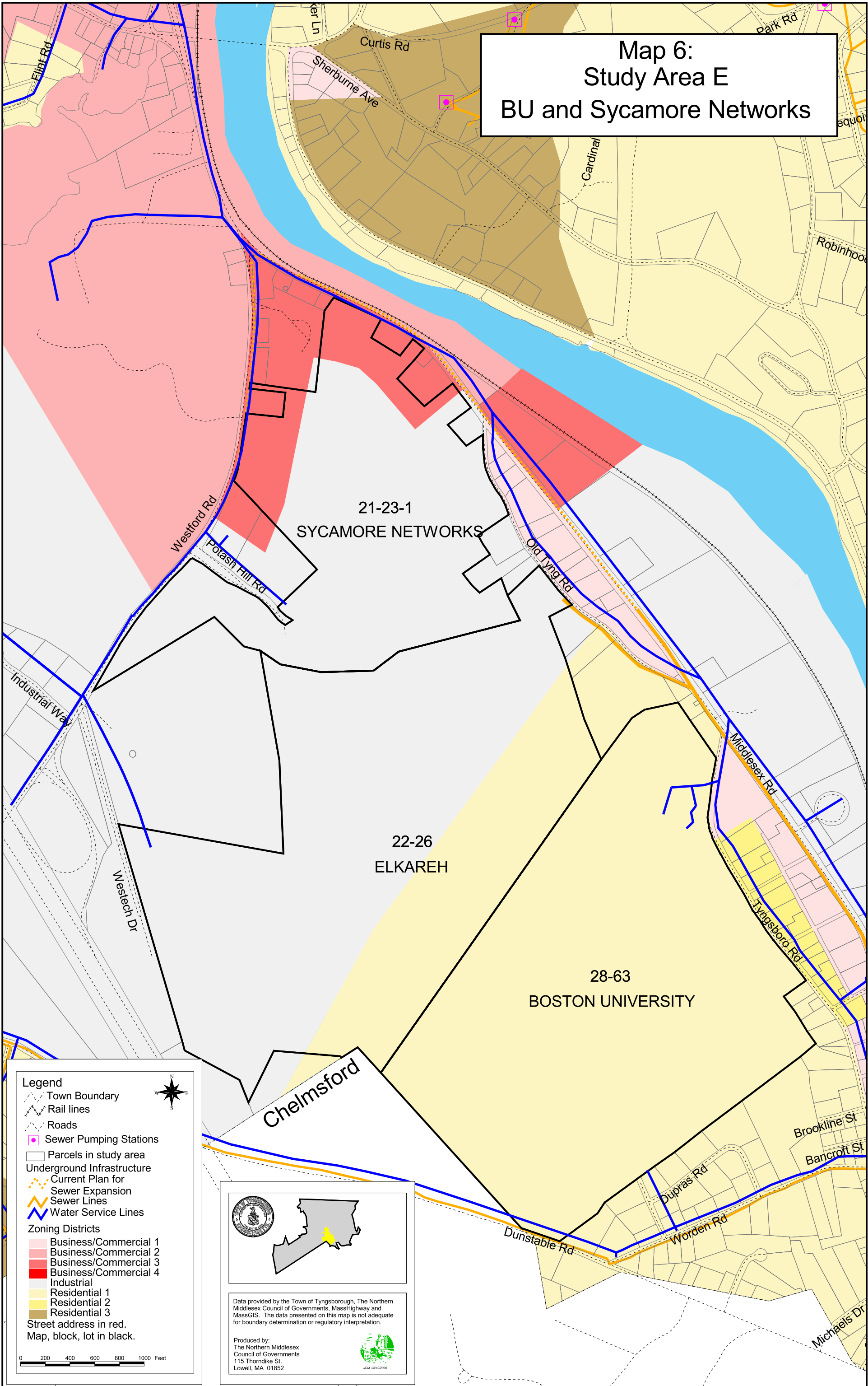
 

Data provided by the Town of Tyngsborough, The Northern Middlesex Council of Governments, MassHighway and MassGIS. The data presented on this map is not adequate for boundary determination or regulatory interpretation.

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Map 6:
Study Area E
BU and Sycamore Networks



- **Study Area A- Middlesex Road Corridor:** This area includes the land along the Middlesex Road corridor from the Chelmsford town line to the New Hampshire state line. The study area north of Kendall Road extends westerly to Route 3, and in the east incorporates the Pheasant Lane Mall parcel. Initially, the boundaries throughout the length of the corridor were established by cordoning an area 250 feet in each direction from the centerline of Middlesex Road. Each parcel with frontage on Middlesex Road was then incorporated into the study area. The westerly expansion of the study area north of Kendall Road was based on the Economic Development Committee's desire to examine undeveloped or vacant industrial parcels in that area.

North of Westford Road, the study area is zoned either Business/Commercial 2 or Business/Commercial 3. South of Westford Road, the area on the east side of Middlesex Road is zoned primarily for industrial use; while the zoning on the west side is a mix of Business/Commercial 1, Business/Commercial 3, Industrial, and Residential 1. The Tyngsborough Water District provides water service throughout the Middlesex Road study area, except for the section of the corridor extending from Applewood Plaza north to the intersection of Locust Avenue/Farwell Road. Sewer has been constructed from the Chelmsford town line north to Old Tyng Road. Sewer service is currently unavailable north of Old Tyng Road.

- **Study Area B- Westford Road:** The boundaries of this study area extend along Westford Road, from the intersection of Westford Road and Middlesex Road, to the intersection of Westford and Swan Road. The Notre Dame Academy property has been incorporated into this study area.

The northeast end of the study area is zoned either Business/Commercial 2 or Business/Commercial 3. The area from Potash Hill Road southwest to the intersection of Westford Road and Dunstable Road is zoned either Industrial or Residential 2. Southwest of Dunstable Road, the study area is zoned either Business/Commercial 3 or Residential 3. The Tyngsborough Water District provides service throughout the study area. Sewer is only available in the area southwest of the intersection of Westford Road and Dunstable Road.

- **Study Area C- Pawtucket Boulevard:** This is the only study area east of the Merrimack River, and incorporates land in the vicinity of the proposed relocated Pawtucket Boulevard. MassHighway is designing the relocation project. It is anticipated that construction will commence in 2008.

This study area is primarily zoned either Residential 1 or Residential 3, with the exception of the area immediately southeast of the intersection of Pawtucket Boulevard and Frost Road, which is zoned Business/Commercial 1. There is no water or sewer service available in this study area

- **Study Area D- Kendall Road:** This study area extends along Kendall Road from the intersection of Middlesex Road westerly to the Dunstable town line. The study

area also extends to the south, on the west side of Route 3, and incorporates the Cummings Road/Progress Avenue area, including the site of the Charles George Landfill.

Much of this study area is zoned Industrial and Business/Commercial 2, with the exception of the area contiguous to the Dunstable town line that is zoned Residential 2. Water is available along Kendall Road within the Town Center, along Progress Avenue and along the southwestern portion of Cummings Road. Sewer is only available along Progress Avenue and the southwestern end of Cummings Road.

- **Study Area E- BU/Sycamore Networks:** This study area includes the property owned by Boston University, as well as the property owned by Sycamore Networks. In general, the area includes much of the land that lies between Old Tyng Road and the northern end of Westford Road.

The western portion of this study area is zoned Industrial, while the eastern portion is zoned Residential 1. Water service is available along the entire perimeter of the study area. Sewer is available nearby on Old Tyng Road, but has not been constructed within the area under the ownership of either Boston University or Sycamore Network. The Tyngsborough Sewer Commission has received the necessary state environmental permits to extend the existing sewer line to the Sycamore Networks parcel via Middlesex Road and Westford Road.

II. Baseline Conditions

A. Economic and Demographic Analysis

This report section summarizes data in five different areas: population, education, income, housing and employment. The purpose of this data summary is to present an overview of the demographic and economic conditions in the Town of Tyngsborough. In some cases, the data is compared with the region in order to provide a perspective on how the community relates to the region as a whole. There is also an historical perspective, particularly in comparing the 1990 and 2000 data to illustrate growth trends. Additional data can be accessed on the NMCOG web page (www.nmcog.org) under Census 2000 or the *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2004-2008*.

The data outlined under the population section includes population figures and projections, population growth rates, composition of the population by race and Hispanic origin, composition by age, households, families and overall changes in population, households and families. Under the education section, a comparison of school enrollment in Tyngsborough and the NMCOG Region is shown, as well as a comparison of the education attainment in each area. This information is critical to businesses interested in locating in Tyngsborough. The income section focuses principally on the per capita income, median household income, median family income and percentage of the population below the

poverty line. This data shows how much disposable income there is within the community, and the comparison with the region illustrates the higher income figures in Tyngsborough, as compared to the region. The housing data focuses upon the numeric and percentage change in the number of housing units, total occupied units, owner vacancy rate, and rental vacancy rate in Tyngsborough and the NMCOG region, as well as the housing sales and median prices in Tyngsborough for single family, condo and all sales between January 2004 and March 2006. The economic data focuses upon the unemployment rates and the composition of the business community in Tyngsborough based upon NAICS Codes.

Part B of this section of the Plan contains two tables on land use/development trends that show the changing land use in Tyngsborough and the NMCOG Region over time and the diminishing amount of agricultural land. In addition, Part B provides a comparison between the figures generated by the build-out analysis completed by NMCOG in 2001 and the Tyngsborough Master Plan figures developed by Brian Barber Associates has been included.

Population

The population in the Town of Tyngsborough has grown from 3,302 in 1960 to 11,081 in 2000 or by 235.6%, as compared to the 66% growth rate in the Greater Lowell region. During the 1990s, the population in Tyngsborough grew by 28.2%, as compared to the slower regional growth rate of 6.7%. Based upon recent projections developed by the Massachusetts Highway Department, the population in Tyngsborough is expected to grow to 17,400 or by 39%, while the region is anticipated to grow by 22.3% to 343,800, according to the projections. These projections differ with those developed as part of the NMCOG build-out study and the Tyngsborough Master Plan and are provided due to their specific timeframes. These projections, based upon the full-buildout methodology, estimate that the total population for Tyngsborough in the first methodology will be 13,808, and according to the Master Plan, 15,919. Outlined below in Table 1 are the population figures and projections for the Town of Tyngsborough and the NMCOG Region from 1960 through 2030:

Table 1: Tyngsborough and Regional Population Figures and Projections

	1960	1970	1980	1990	2000	2010	2020	2030
Tyngsborough	3,302	4,204	5,683	8,642	11,081	13,430	15,400	17,400
NMCOG Region	169,403	219,871	235,052	263,659	281,225	304,000	325,000	343,800

Source: U.S. Census for 1960 – 2000.

Projections for 2010 – 2030 were developed by the Massachusetts Highway Department.

Table 2 on the following page summarizes the population growth rate for Tyngsborough and the NMCOG Region during the period from 1960 to 2030. Most of the growth in Tyngsborough's population has occurred since 1980, while the population growth in the region occurred principally between 1960 and 1970. The four towns with the highest projected population growth rates between 2000 and 2030 in the region, according to the

Massachusetts Highway Department, will be Dunstable (116.3%), Pepperell (101.5%), Tyngsborough (57%) and Westford (51%). The region is projected to grow by 22.3% during this same time period, according to the MassHighway estimates. The build-out study developed by NMCOG indicated that there would be a growth rate of 60% in Tyngsborough between 1990 and full buildout, while the region would grow by 25.2% during the same period. While silent on regional growth, the Tyngsborough Master Plan anticipated 43.7% growth between 2000 and full buildout.

Table 2: Population Growth Rates for Tyngsborough and the NMCOG Region

	1960-1970	1970-1980	1980-1990	1990-2000	2000-2030
Tyngsborough	27.3%	35.2%	52.1%	28.2%	57.0%
NMCOG Region	30.0%	6.9%	12.2%	6.7%	22.3%

Source: U.S. Census for 1960 – 2000.

Projections for 2030 were developed by the Massachusetts Highway Department.

Table 3 below shows that Tyngsborough has a small minority population compared to the region as a whole and that Asian residents have become the principal minority group in the community. Obviously, the City of Lowell serves as the principal home for most minority populations in the region, although the number of minority residents settling in other communities, such as Billerica and Westford is growing. In future years, the minority population will grow in every community in the region and there should be some acknowledgement of the strength that diversity provides to a community.

Table 3: Population Composition by Race and Hispanic Origin in 2000

	White	Black/ African American	Amer. Indian / Alaska Native	Asian	Native Hawaiian	Other Race	Hispanic
Tyngsborough	96.5%	0.8%	0.5%	2.8%	0.1%	0.4%	1.1%
NMCOG Region	86.6%	2.4%	0.5%	8.7%	0.1%	3.8%	6.1%

Source: U.S. Census for 2000

According to the *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2004-2008*, Tyngsborough has one of the younger populations in the region. In 2000, the median age for the NMCOG Region was 34.8 years, while Tyngsborough had the second lowest median age at 34.7 years. Only the City of Lowell had a lower median age (31.4 years). The percentages of the population under 5 years and 5-14 years, as outlined in Table 4 on the following page, are significantly below the regional average and reflect the number of young families that have moved into the community in the 1990s. Part of the attractiveness of Tyngsborough is the youthful perspective presented by its newcomers.

Table 4: Population Composition by Age Group in 2000

	Under 5 years	5-14 years	15-44 years	45-64 years	65+ years
Tyngsborough	987 (8.9%)	1,886 (17.0%)	5,079 (45.8%)	2,397 (21.6%)	732 (6.6%)
NMCOG Region	20,536 (7.3%)	43,367 (15.4%)	127,493 (45.3%)	60,964 (21.7%)	28,865 (10.3%)

Source: U.S. Census for 2000

The number of households in Tyngsborough increased three times as much as the region between 1990 and 2000, and this change in the number of households is projected to increase by 2.4% per year until 2030, according to the Massachusetts Highway Department projections shown in Table 5 below. While the number of households in Tyngsborough represented only 3.8% of the total households in the region in 2000, the overall percentage of households in Tyngsborough will rise as more housing units are built. The number of Chapter 40B housing units that have been built over the last three years will be reflected in the 2010 Census, as will the number of private, market-rate developments that have been constructed as well.

Table 5: Households in Tyngsborough and NMCOG Region – 1990, 2000 and 2030

Community	1990	2000	% Change 1990-2000	2030	% Change 2000-2030
Tyngsborough	2,844	3,741	31.5%	6,440	72.1%
NMCOG Region	90,118	99,542	10.5%	128,400	29.0%

Source: U.S. Census for 1990 and 2000

Projections for 2030 developed by the Massachusetts Highway Department

The U.S. Census differentiates between households and families and develops data to reflect both categories. According to the data reflected in Table 6 below, the number of families in Tyngsborough increased four times greater than they did in the region between 1990 and 2000. The Massachusetts Highway Department has only provided projections relative to population, households and employment, not families.

Table 6: Families in Tyngsborough and NMCOG Region – 1990 and 2000

	1990	2000	% Change 1990-2000
Tyngsborough	2,326	2,961	27.3%
NMCOG Region	67,482	72,041	6.8%

Source: U.S. Census for 1990 and 2000

Note: 2030 projections were unavailable for families.

Table 7 on the following page provides a comparison of the changes in population, households and families from 1990 to 2000, and the changes in population and households between 2000 and 2030, based upon the projections by the Massachusetts Highway Department. In terms of the period between 1990 and 2000, Tyngsborough increased its population at a rate more than four times the region, similar to its growth in families. The number of households, however, grew three times as fast as the region. Between 2000 and 2030, the population in Tyngsborough will grow slightly more than two and a half times

that of the region, while its households will increase almost two and a half times the region's rate of growth.

Table 7: Changes in Population, Households and Families- 1990-2000, 2000-2030

	Population Change (%) 1990-2000	Households Change (%) 1990-2000	Families Change (%) 1990-2000	Population Change (%) 2000-2030	Households Change (%) 2000-2030
Tyngsborough	28.2%	31.5%	27.3%	57%	72.1%
NMCOG Region	6.7%	10.5%	6.8%	22.3%	29%

Source: U.S. Census for 1990 and 2000

Projections for 2030 developed by the Massachusetts Highway Department

Note: 2030 projections were unavailable for families.

Education

The School Enrollment data reflected in Table 8 below reflects the impact of younger families upon the school system. The higher figures in the Nursery School/Preschool and the Elementary age groups support the analysis related to the age composition of the population in Tyngsborough. The lower percentage of College or Graduate School students, compared to the region, may reflect the younger population as well. In many cases, families in Tyngsborough are raising young children and haven't yet reached the latter years of education as compared to the more developed and mature communities in the region, such as Billerica and Tewksbury, which have a higher percentage of College or Graduate School students.

Table 8: School Enrollment in Tyngsborough and the NMCOG Region in 1999

	Population Enrolled in School (3 years old+)	Nursery School/ Preschool	Kindergarten	Elementary School (1-8)	High School (9-12)	College or Graduate School
Tyngsborough	3,287	329 (10.0%)	122 (3.7%)	1,623 (49.4%)	657 (20.0)	556 (16.9%)
NMCOG Region	77,813	5,882 (7.6%)	3,882 (5.0%)	35,911 (46.2%)	15,742 (20.2%)	16,396 (21.1%)

Source: U.S. Census for 2000

The information detailed in Table 9 on the following page provides the type of data that prospective employers review in order to determine whether a community fits their requirements. Depending upon the type of firm, they may be looking for highly qualified college graduates or prospective employees with an Associate's Degree. Usually the company reviews the educational attainment data on a regional basis and then determines how easy or difficult it would be for the workers to drive to the plant or office. One of the strengths identified in the Greater Lowell CEDS was the highly educated workforce in the region. It would appear from the data below that Tyngsborough has a slightly higher educational attainment level in 1999, as compared to the rest of the region in terms of the number of Bachelor's Degree recipients and those with at least a High School diploma.

When the 2010 U.S. Census is released, the figures should show an even greater educational attainment level for Tyngsborough.

Table 9: Educational Attainment in Tyngsborough and the NMCOG Region (1999)

Community	Population 25 years +	Less than 9th Grade	9th-12th Grade No Diploma	High School Graduate	Some college No degree	Associate Degree	Bachelor's Degree	Graduate or Prof. Degree
Tyngsborough	7,139	186 (2.6%)	525 (7.4%)	2,229 (31.2%)	1,468 (20.6%)	544 (7.6%)	1,474 (20.6%)	713 (10.0%)
NMCOG Region	182,399	11,696 (6.4%)	18,918 (10.4%)	55,303 (30.3%)	32,597 (17.9%)	13,985 (7.7%)	31,275 (17.1%)	22,139 (12.1%)

Source: US Census for 2000

Income

The Town of Tyngsborough has much higher per capita, median household and median family incomes than most of the other communities in the Greater Lowell region. Also, the number of residents or families below the poverty level is relatively low, and, as will be shown for the next table, actually declined by 13.9% between 1990 and 2000.

Table 10 below compares the income figures in Tyngsborough with those of the region. It is anticipated that the difference in income levels will increase as newer, middle-income families move into Tyngsborough.

Table 10: Per Capita, Median Household and Median Family Incomes and Number and Percentage Below Poverty, 2000

	Per Capita Income	Median Household Income	Median Family Income	Number Below Poverty	% Below Poverty
Tyngsborough	\$ 27,249	\$ 69,818	\$ 78,680	519	4.7%
NMCOG Region	\$ 24,081	\$ 58,472	\$ 67,583	22,877	8.1%

Source: US Census for 2000

The change in per capita, median household and median family incomes between 1990 and 2000 in Tyngsborough was greater than that experienced in the region. The per capita income increased 1.3 times that of the region, while the median household income grew 1.1 times that of the region and the median family income grew 1.2 times the region's rate. However, while the region's poverty population was increasing by 1.1% between 1990 and 2000, this portion of Tyngsborough's population actually decreased by 13.9%. It would seem that this indicator reflects the changes that have taken place in the community regarding the economic composition of the population. Table 11 on the following page highlights the change in these income figures between 1990 and 2000.

Table 11: Change in Per Capita, Median Household and Median Family Incomes and Number and Percentage Below Poverty, 1990-2000

Community	% Change Per Capita Income 1990-2000	% Change Median Household Income 1990-2000	% Change Median Family Income 1990-2000	% Change Number Below Poverty 1990-2000
Tyngsborough	63.8%	42.9%	50.3%	-13.9%
NMCOG Region	48.4%	38.2%	41%	1.1%

Source: U.S. Census for 1990 and 2000

Housing

Table 12 below summarizes the growth in housing units in Tyngsborough and the NMCOG Region between 1990 and 2000. The number of housing units in Tyngsborough grew by 25.5% between 1990 and 2000, while the number of housing units in the region grew by only 7.2%. Overall, the vacancy rates in Tyngsborough have remained low, particularly the owner vacancy rate, which reflects a very tight housing market. The development of new units over the past three years may have reduced some of the tightness in the market, but the demand for housing still remains strong in the region and in Tyngsborough. The latest drop in housing prices reflects an interim cooling off period that could increase later this year.

Table 12: Housing Unit Characteristics – 1990 and 2000

	Housing Units	Housing Units	Total Occupied	Total Occupied	Owner Vacancy Rate	Owner Vacancy Rate	Rental Vacancy Rate	Rental Vacancy Rate
	1990	2000	1990	2000	1990	2000	1990	2000
Tyngsborough	3,032	3,806	2,822	3,731	1.6%	0.4%	4.5%	3.1%
NMCOG Region	95,156	101,973	90,049	99,342	1.1%	0.5%	8.6%	3.0%

Source: 1990 and 2000 U.S. Census

Based upon the latest figures from the Warren Report, the single-family median sales prices in Tyngsborough have increased from \$ 351,000 in 2004 to \$ 360,000 in 2005. During the first two months of 2006, this figure had fallen to \$ 301,950, which may be a reflection of the fourteen houses that were sold, rather than a dramatic drop in sales prices. The sales prices for condominiums have shown a similar drop in prices that will probably be modified once more sales have been recorded. Table 13 on the following page provides a snapshot of the housing market in Tyngsborough at this time and compares it to what has happened over the past two years.

Table 13: Housing Sales and Median Sales Prices in Tyngsborough

Dates	Single Family Sales	Single Family Median Sales Prices	Condo Sales	Condo Median Sales	All Housing Sales	All Housing Median Sales Prices
01/06 – 03/06	14	\$ 301,950	5	\$ 194,000	35	\$ 350,000
2005	122	\$ 360,000	55	\$ 202,500	224	\$ 287,000
2004	128	\$ 351,000	55	\$ 179,000	228	\$ 305,000

Source: The Warren Group

Employment

The Massachusetts economy has still not recovered from the recession of the early 2000's, although the unemployment rates do not reflect this situation. Many people have left Massachusetts in search of other jobs and more affordable homes. The unemployment rate in the NMCOG Region has been generally higher than the state or nation. However, with the exception of the City of Lowell, the unemployment rates for most of the communities in the NMCOG Region have been comparable to the state's unemployment rate. The unemployment rate in Tyngsborough has remained fairly steady, but the labor force has been decreasing. With the latest announcement of an unemployment rate of 5.2% in February for Tyngsborough, the employment situation may start to reflect the conditions in other communities within the region. Table 14 compares the Tyngsborough and NMCOG unemployment rates.

Table 14: Unemployment Rates in Tyngsborough and NMCOG Region

	Date	Labor Force	Employed	Unemployed	Area Rate
Tyngsborough	2/06	6,366	6,033	333	5.2%
	2005	6,351	6,069	282	4.4%
	2004	6,411	6,094	317	4.9%
NMCOG Region	1/1/04-12/31/05	150,880	142,776	8,104	5.4%

Source: Massachusetts Division of Unemployment Assistance

Table 15 on the following page summarizes the changes that have taken place in Tyngsborough businesses between the third quarter of 2001 and 2005. While the number of establishments has increased by 75 businesses, there has been a shift in where those businesses fall – the goods-producing domain or the service-providing domain. For instance, while the number of construction firms has increased and manufacturing firms have remained the same, the employment levels at the manufacturing firms have fallen. Employment in Professional and Business Services has grown, while Information employment has fallen. The data on the next page can be useful in determining business trends and how it affects the employment levels in the community and the wages paid the workers.

Table 15: Composition of Businesses in Tyngsborough According to NAICS Code, 2001 and 2005

Description	Total Establishments		Avg. Monthly Employment		Avg. Weekly Wages	
	2001 (Q3)	2005 (Q3)	2001 (Q3)	2005 (Q3)	2001 (Q3)	2005 (Q3)
Total, All Industries	310	385	3,722	4,342	\$ 555	\$ 650
Goods-Producing Domain	77	116	716	733	\$ 789	\$ 901
Natural Resources and Mining	0	0	0	0	0	0
Construction	63	101	472	554	\$ 841	\$ 939
Manufacturing	14	15	244	180	\$ 688	\$ 778
Service-Providing Domain	233	269	3,007	3,609	\$ 499	\$ 599
Trade, Transportation and Utilities	68	79	511	539	\$ 646	\$ 1,036
Information	7	4	89	64	\$ 633	\$ 264
Financial Activities	17	19	75	101	\$ 673	\$ 720
Professional and Business Services	53	63	702	927	\$ 512	\$ 741
Education and Health Services	17	18	552	664	\$ 597	\$ 544
Leisure and Hospitality	34	41	775	980	\$ 298	\$ 308
Other Services	31	39	139	143	\$ 565	\$ 486
Public Administration	6	6	164	191	\$ 546	NA

Source: ES-202 according to the NAICS Code

B. Zoning, Land Use and Infrastructure Analysis

Building upon the demographic and economic data presented in the previous section, the Zoning, Land Use and Infrastructure Analysis section examines the zoning, land use and infrastructure characteristics of the Town of Tyngsborough. Beginning with an overview of the land use/development trends in Tyngsborough and the Greater Lowell region between 1971 and 1991 and its impact upon agricultural land, the initial part of this section then compares the “build-out” analyses developed by NMCOG on behalf of the Executive Office of Environmental Affairs in 2000 and that undertaken by Brian Barber and Associates as part of the Master Plan document completed in 2004.

The next part of this section focuses upon the extensive database that was developed for the five Study Areas. Utilizing data from *Banker and Tradesman* as of December 31, 2005, information for each of the five study areas was compiled. This initial data was verified with data from the Tyngsborough Assessor Department. This subsection of the document focuses upon providing information by study area according to zoning districts, land uses and assessed values/property taxes. Summaries of the data are included within the text, while the complete data tables are included in Appendix B. The discussion regarding the data for each study area provides a more complete appreciation for each area’s specific characteristics than the description of the study areas that was provided in the Introduction section.

The final portion of this section describes and analyzes the current state of infrastructure – sewer, water, and transportation – in the Town of Tyngsborough. Without sufficient investment in the community's infrastructure, the potential for future economic growth is quite limited. The description of the current infrastructure systems illustrates the need for additional investment in order to encourage economic growth. As will be seen later, federal and state decisions related to major transportation projects, such as the relocation of Pawtucket Boulevard and the siting of the new Tyngsborough Bridge, will have a major impact upon the future development of the community.

1. Land Use/Development Trends

Even though this data has been available since 1999 through the publication of NMCOG's *2020 Vision: Planning for Growth in the Northern Middlesex Region*, it is important to recall the extent of the changes in land use for the NMCOG Region and Tyngsborough. An extensive amount of the growth in the NMCOG Region before 1971 occurred in the core communities of Lowell, Billerica, Chelmsford and Tewksbury. By 1985, much of that development continued in the three core suburban communities, while also expanding to Dracut and Westford. The principal development in Tyngsborough has largely occurred since 1991 with much more development yet to come. As outlined in Table 16, industrial development in Tyngsborough has lagged behind the region, while it has outpaced the region in commercial and residential development.

Table 16: Land Use/Development Trends in Tyngsborough and the NMCOG Region, 1971, 1985 and 1991

		<u>ACRES</u>			<u>% CHANGE</u>	<u>% OF REGION</u>
		1971	1985	1991	1971-1991	1971-1991
LAND USE						
Tyngsborough	Commercial	24.83	82.13	178.98	621%	8.2%
	Industrial	149.43	256.78	309.28	107%	6.2%
	Residential	819.27	1,459.02	2,245.08	174%	5.9%
	Developed	993.53	1,797.93	2,733.34	175%	6.0%
	Undeveloped	10,626.49	9,822.09	8,886.68	-16%	11.1%
	Total	11,620.02	11,620.02	11,620.02	NA	9.2%
NMCOG Region	Commercial	1,253.80	1,706.94	2,171.22	73%	100.0%
	Industrial	2,367.94	3,578.95	5,015.18	112%	100.0%
	Residential	20,148.75	26,299.21	38,200.15	90%	100.0%
	Developed	23,770.49	31,585.10	45,386.55	91%	100.0%
	Undeveloped	101,927.31	94,112.70	80,311.25	-21%	100.0%
	Total	125,697.80	125,697.80	125,697.80	NA	100.0%

Source: *2020 Vision: Planning for Growth in the Northern Middlesex Region*, Northern Middlesex Council of Governments, June 1999.

With the influx of development, the amount of agricultural land has been reduced proportionately. Unfortunately, Tyngsborough has lost a greater share of its agricultural

land than the rest of the region. Table 17 below summarizes the loss of agricultural land in Tyngsborough and the NMCOG Region as of 1971, 1985 and 1991.

Table 17: Agricultural Land Use in Tyngsborough and the NMCOG Region, 1971, 1985 and 1991

	Acres				Percent Change		
	1971	1985	1991	% of region	'71-'85	'85-'91	'71-'91
Tyngsborough	669.26	559.36	502.50	5.9%	-16%	-10%	-25%
NMCOG Region	10,562.66	9,730.75	8,505.79	100.0%	-8%	-13%	-19%

Source: 2020 Vision: Planning for Growth in the Northern Middlesex Region, Northern Middlesex Council of Governments, June 1999.

Between 2000 and 2001, NMCOG worked under a contract with the Executive Office of Environmental Affairs (EOEA) to complete a “build-out” study for each of the nine communities in the Greater Lowell region. The purpose of these “build-out” studies, as outlined by EOEA, was to “encourage balanced growth, or sustainable development, that preserves a community’s character and natural resources, while also providing jobs, taxes and homes for its residents”. In essence, the “build-out” studies demonstrated what impacts development would have on a community assuming that the current zoning was maintained and full “build-out” would be achieved. Depending on the results from these studies, local communities would be encouraged to develop more control on future development through changes in local zoning. Complete results of the “build-out” studies for the Greater Lowell region are summarized in the *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2004-2008*.

In 2004, Brian K. Barber, City and Town Planning Consultant, completed the Master Plan for the Town of Tyngsborough. That document compared the future development impacts anticipated by the Master Plan at full “build-out” with those predicted under the NMCOG “build-out” study. In essence, the major difference between these two estimates, as outlined in Table 18 below, was related to the information base utilized by each study. In the case of the NMCOG “build-out” study, the 1990 U.S. Census figures were utilized, while the Master Plan was able to incorporate the newly released 2000 U.S. Census figures. However, it is important to show the different impacts on the community for comparison purposes. As outlined in the Tyngsborough Master Plan, the differences between these two studies are summarized in Table 18 on the following page.

Table 18: Comparison of NMCOG Build-out and Tyngsborough Master Plan

Category	Build-out	Master Plan
Additional Residents	5,166	4,838
Total Population	16,247	15,919
Additional Residential Units	1,700	1,582
Additional Commercial/Industrial Floor Area	14,108,838 sf	497,100 sf
Additional Residential Water Demand	387,505 gpd	362,850 gpd
Additional Commercial/Industrial Water Demand	1,058,163 gpd	27,231 gpd
Additional School Students	799	744
Additional Roads	38.1 miles	35.5 miles
Additional Solid Waste-Recyclable	1,885 tons/year	1,754 tons/year
Additional Solid Waste-Non-recyclable	766 tons/year	713 tons/year

Source: Tyngsborough Master Plan, page iv.

2. Zoning, Land Use and Tax Data for Study Areas

Future development in Tyngsborough will depend to a great extent upon what improvements are made to the current zoning, land use and infrastructure within the community. In order to determine what improvements need to be made, it is essential to understand what is currently in place. Therefore, it was necessary to develop a database for each of the Study Areas that included information on zoning, land use, tax assessments and tax payments. Utilizing data from *Banker and Tradesman* as of December 31, 2005, information for each of the five study areas was compiled. This initial data was verified with data from the Assessors Office in Tyngsborough Town Hall. The properties identified within each Study Area generally fell within 250 feet of the centerline of the main streets in the Study Area. Due to the extensive number of condominiums in the Study Areas, it was also important to differentiate between parcels and tax properties. Based upon the way that the information is kept, acreage information is generally assigned to individual parcels and not to tax properties, such as for each condominium. Therefore, in the database that is included under Appendix B, acreage information for condominiums is assigned to the first listed condominium and zeros are assigned to the remainder.

The database for the Five Study Areas contains 387 parcels, 652 tax properties and 2,245.80 acres of land. The total acreage represents nearly 20% of the entire town. Within the individual Study Areas, Middlesex Road represents the largest area in terms of parcels (42.4%), tax properties (50.9%) and acreage (31.7%). The next largest area in terms of total acreage is the Westford Road Study Area with 27.37% of the total study area acreage. While this area ranks second in terms of the percentage of tax properties (21.8%), it falls behind the Kendall/Cummings Road Study Area (30.2%) in terms of the total percentage of parcels (15.5%). Both the East Tyngsborough and BU/Sycamore Networks Study Areas are much smaller in terms of the number of parcels and tax properties. However, the percentage of total acreage in the BU/Sycamore Networks Study Area (17.71%) represents a significant amount of property for three parcels. Table 19 on the following page contains a summary of the parcel, tax property and acreage data for each Study Area and the Five Study Areas as a whole.

Table 19: Study Area Summary – Parcels, Tax Properties and Acreage

Study Area	No. of parcels	No. of tax properties	Acreage	% of total acreage
Middlesex Road	164	332	712.06	31.71%
Westford Road	60	142	614.60	27.37%
East Tyngsborough	43	56	57.33	2.55%
Kendall/Cummings Roads	117	119	464.14	20.67%
BU/Sycamore Networks	3	3	397.67	17.71%
Five Study Areas	387	652	2,245.80	100.1%

Source: Banker and Tradesman and Tyngsborough Assessors Office

In terms of zoning categories, the Town of Tyngsborough Zoning Bylaws utilizes nine main zoning districts and three special overlay districts as shown below:

Residential	Residential 1	Low Density	(R-1)
	Residential 2	Moderate Density	(R-2)
	Residential 3	MultiFamily	(R-3)
Business and Commercial	Business 1	Neighborhood	(B-1)
	Business 2	Office/professional	(B-2)
	Business 3	General shopping	(B-3)
	Business 4	Adult zone	(B-4)
Industrial	Industrial 1	Light	(I-1)
	Industrial 2	Heavy	(I-2)
Special Overlay Districts	Wetlands		(WT)
	Flood Plain District		(FP)
	Telecommunications District		(TC-1)

Even though there are only nine zoning districts, there are a total of nineteen zoning combinations affecting the parcels in the Five Study Areas. Due to the existence of split zoning, these zoning combinations need to be taken into consideration as part of the development process. Zoning data for each of the parcels has been developed by Study Area and is available in Appendix B. Furthermore, the break out of individual parcels by zoning district within each Study Area is available in Appendix C. Summarized below is an overview of the nineteen zoning district combinations, the number of parcels and the acreage represented within each zoning district combination for all Five Study Areas. The majority of parcels fall within the I-1 (79), B-2 (62), B-3 (60) and R-1 (56) zoning districts, while the highest acreage totals are in the I-1 (580.63), R-1 (397.34), B-2/I-1 (303.01) and B-3/I-1 (296.03) zoning district combinations, as illustrated in Table 20 on the following page.

Table 20: Summary of Zoning Categories for Five Study Areas

Zoning Category	Number of parcels	Acreage
B-1	33	25.39
B-1/R-1	1	0.06
B-1/R-2	2	5.29
B-1/R-3	5	6.90
B-2	62	73.00
B-2/I-1	8	303.01
B-2/R-1	5	8.97
B-2/B-3	3	3.50
B-3	60	141.68
B-3/R-1	9	109.39
B-3/R-3	3	3.95
B-3/I-1	17	296.03
B-4/I-1	8	23.89
B-4/R-1	4	21.73
I-1	79	580.63
I-1/R-1	14	207.97
R-1	56	397.34
R-1/R-3	2	6.65
R-3	16	25.42
Total	387	2,245.80

Source: Banker and Tradesman and Tyngsborough Assessor's Office

A further breakdown of the zoning categories by Study Area is summarized in Table 21. Within this table, it is more apparent how each zoning district combination impacts the individual Study Areas. For instance, twelve out of the nineteen zoning district combinations may be found in the Middlesex Road Study Area. The R-1 zoning district is the only zoning district found in all five Study Areas, while the B-2, B-2/I-1, B-3/I-1 and I-1 zoning district combinations are found in three out of the five Study Areas.

Table 21: Zoning Categories by Study Area (parcels and acres)

Zoning Category	Middlesex Road		Westford Road		East Tyngsborough		Kendall Road/Cummings Road		BU/Sycamore Networks	
	No. of parcels	Acres	No. of parcels	Acres	No. of parcels	Acres	No. of parcels	Acres	No. of parcels	Acres
B-1	29	23.14	--	--	4	2.25	--	--	--	--
B-1/R-1	1	.06	--	--	--	--	--	--	--	--
B-1/R-2	2	5.29	--	--	--	--	--	--	--	--
B-1/R-3	--	--	--	--	5	6.90	--	--	--	--
B-2	24	40.09	2	0.99	--	--	36	31.92	--	--
B-2/I-1	1	4.14	4	234.75	--	--	3	64.12	--	--
B-2/R-1	4	6.68	--	--	--	--	1	2.29	--	--
B-2/B-3	3	3.50	--	--	--	--	--	--	--	--
B-3	45	132.14	15	14.54	--	--	--	--	--	--
B-3/R-1	5	71.62	4	37.77	--	--	--	--	--	--
B-3/R-3	--	--	3	3.95	--	--	--	--	--	--
B-3/I-1	14	181.84	2	11.88	--	--	--	--	1	102.31
B-4/I-1	--	--	--	--	--	--	8	23.89	--	--
B-4/R-1	--	--	--	--	--	--	4	21.73	--	--
I-1	32	241.56	20	227.82	--	--	27	111.25	--	--
I-1/R-1	--	--	--	--	--	--	13	89.88	1	118.09
R-1	4	2.00	8	80.84	18	18.17	25	119.06	1	177.27
R-1/R-3	--	--	--	--	2	6.65	--	--	--	--
R-3	--	--	2	2.06	14	23.36	--	--	--	--
Total	164	712.06	60	614.60	43	57.33	117	464.14	3	397.67

Source: Banker and Tradesman and Tyngsborough Assessor's Office

The Town of Tyngsborough utilizes the standardized three-digit land use codes that provide a descriptive component for each use. These land-use codes range from one-family (101) to unknown (909) and include almost every known land use available in this area. Information on the land use category for every parcel in each of the Study Areas is available in Appendix B.

For the purposes of this study, NMCOG consolidated similar land use codes together so that they fall under seven broad land use categories – Commercial/Office, Residential, Government, Educational/Church, Utilities, Industrial/Warehouse, and Vacant. Based upon the findings for the Five Study Areas, as illustrated in Table 22 below, the principal land use category was Vacant land, representing 22.77% of the total land area in the Five Study Areas, although there were only 90 parcels or less than a quarter (23.3%) of the total parcels. Residential parcels comprised 39% of the total parcels in the Five Study Areas, but only represented 15.27% of the total acreage. Both Government (20.74%) and Educational/Church (20.58%) land use categories comprised more than 1/5 of the total acreage in the Five Study Areas. The Commercial/Office (11.54%) and Industrial/Warehouse (7.5%) land use categories lagged behind the other categories. The overview of the land use composition for the Five Study Areas is summarized below in Table 22:

Table 22: Five Study Areas by Land Use

Study Area	Land Use	No. of Parcels	Acreage	% of Total Acreage
Five Study Areas	Commercial/Office	55	259.10	11.54%
	Residential	151	342.85	15.27%
	Government	49	465.68	20.74%
	Educational/Church	11	462.22	20.58%
	Utilities	6	36.19	1.61%
	Industrial/Warehouse	25	168.37	7.50%
	Vacant	90	511.39	22.77%
	Total	387	2,245.80	100%

Source: Banker and Tradesman and Tyngsborough Assessor's Office

In analyzing the land use composition of the individual Study Areas, the distinct characteristics of each Study Area become apparent. For instance, within the Middlesex Road Study Area, as illustrated in Table 23 on the following page, Commercial/Office (27.59%) and Industrial/Warehouse (11%) have a greater share of total acreage than the average for all Five Study Areas. More than 78% of all Commercial/Office parcels within the Five Study Areas are located in the Middlesex Road Study Area, while 20% of the Industrial/Warehouse parcels are located here as well. The Vacant parcels comprise a similar percentage of total acreage, but nearly 40% of all Vacant parcels are located in this Study Area.

Table 23: Middlesex Road Study Area by Land Use

Study Area	Land Use	No. of Parcels	Acreage	% of Total Acreage
Middlesex Road	Commercial/Office	43	196.44	27.59%
	Residential	53	109.50	15.38%
	Government	21	132.73	18.64%
	Educational/Church	3	2.62	0.37%
	Utilities	4	33.27	4.67%
	Industrial/Warehouse	5	78.33	11.00%
	Vacant	35	159.17	22.35%
	Total	164	712.06	100%

Source: Banker and Tradesman and Tyngsborough Assessor's Office

The Westford Road Study Area has its highest land use concentration in the Educational/Church category in terms of percentage of total acreage, even though there are only six (6) parcels within this category. Approximately one-third of the parcels are in the Residential category and slightly less than one-quarter of the units (23.3%) are designated as Vacant properties. The summary of land use information for the Westford Road Study Area is included in Table 24 below:

Table 24: Westford Road Study Area by Land Use

Study Area	Land Use	No. of Parcels	Acreage	% of Total Acreage
Westford Road	Commercial/Office	8	57.81	9.41%
	Residential	20	98.22	15.98%
	Government	8	128.20	20.86%
	Educational/Church	6	280.75	45.68%
	Industrial/Warehouse	4	18.00	2.93%
	Vacant	14	31.62	5.14%
	Total	60	614.60	100%

Source: Banker and Tradesman and Tyngsborough Assessor's Office

More than two-thirds of the total acreage in the East Tyngsborough Study Area is committed to Residential uses and slightly more than 60% of the total parcels are Residential uses. There is very limited Commercial/Office, Government or Industrial/Warehouse uses in this Study Area, while Vacant uses account for 15.77% of the total acreage and slightly more than 25% of the total parcels. The land use information for the East Tyngsborough Study Area is summarized on the following page in Table 25:

Table 25: East Tyngsborough Study Area by Land Use

Study Area	Land Use	No. of Parcels	Acreage	% of Total Acreage
East Tyngsborough	Commercial/Office	2	1.01	1.76%
	Residential	26	38.61	67.35%
	Government	3	7.82	13.64%
	Industrial/Warehouse	1	.85	1.48%
	Vacant	11	9.04	15.77%
	Total	43	57.33	100%

Source: Banker and Tradesman and Tyngsborough Assessor's Office

The Kendall and Cummings Roads Study Area exhibits the greatest representation of Industrial/Warehouse uses with 60% of all these parcels in this Study Area. More than 45% of the total acreage in this Study Area is comprised of Vacant parcels, yet only one quarter of the parcels are in the Vacant use category. Residential parcels comprise 44.4% of all parcels in this Study Area and make up 20.8% of the total acreage. Table 26 below summarizes the data on land use in the Kendall and Cummings Roads Study Area:

Table 26: Kendall and Cummings Roads Study Area by Land Use

Study Area	Land Use	No. of Parcels	Acreage	% of Total Acreage
Kendall & Cummings Roads	Commercial/Office	2	3.84	0.83%
	Residential	52	96.52	20.80%
	Government	16	78.84	16.99%
	Educational/Church	1	1.58	0.34%
	Utilities	2	2.92	0.63%
	Industrial/Warehouse	15	71.19	15.34%
	Vacant	29	209.25	45.08%
	Total	117	464.14	100%

Source: Banker and Tradesman and Tyngsborough Assessor's Office

With only three parcels, the BU/Sycamore Networks Study Area has the smallest number of parcels in any Study Area. Yet, the total acreage exceeds the acreage in the East Tyngsborough Study Area. This Study Area offers the most promise for development activity due to the Sycamore Networks property. The summary of current land uses for the three parcels is provided under Table 27 below:

Table 27: BU/Sycamore Networks Study Area by Land Use

Study Area	Land Use	No. of Parcels	Acreage	% of Total Acreage
BU/Sycamore Networks	Government	1	118.09	29.69%
	Educational/Church	1	177.27	44.58%
	Vacant	1	102.31	25.73%
	Total	3	397.67	100%

Source: Banker and Tradesman and Tyngsborough Assessor's Office

The 2006 property tax information for the Five Study Areas was developed as a result of information provided through the *Banker and Tradesman* and the Tyngsborough Assessor's Office. The tax rate for FY 2006 was \$ 11.60 per thousand for all classes of property. This single tax rate has been instrumental in attracting businesses to Tyngsborough. Tax assessment and payment information on each parcel within each Study Area are listed in Appendix D. The summary information in Table 28 below identifies the tax information for each Study Area and the total amount for the Five Study Areas. More than \$ 2.1 billion in tax payments were made on the 652 tax properties in the Five Study Areas. More than half of this tax revenue was produced by the properties in the Middlesex Road Study Area. Given the large number of vacant properties in the Five Study Areas, there is potential for tax growth. Implementation of the economic development recommendations will lead to increased tax revenues, more jobs and better infrastructure.

Table 28: Tax Assessment and Payment Information

Study Area	No. of tax properties	2006 Assessment	2006 Taxes
Middlesex Road	332	\$102,988,409	\$1,066,009.94
Westford Road	142	55,064,874	433,193.58
East Tyngsborough	56	11,474,300	128,395.76
Kendall/Cummings Roads	119	38,031,315	414,013.45
BU/Sycamore	3	17,414,500	67,640.76
Five-Study Area	652	\$224,973,398	\$2,109,253.49

Source: Banker and Tradesman and Tyngsborough Assessor's Office

3. Infrastructure

Wastewater Disposal

Tyngsborough's wastewater management system was first developed in the 1970s and has continued to grow through subsequent decades. The Town has an existing sewer system that serves approximately one-third of the community. Wastewater flows generated in Tyngsborough are received and treated at the Lowell Regional Wastewater Utility via connections with Chelmsford, Dracut, and Lowell. Tyngsborough has executed intermunicipal agreements (IMAs) with the Towns of Chelmsford and Dracut, and the City of Lowell. The Town's IMAs with the communities of Dracut and Chelmsford establish a capacity of 1.6 million gallons per day (mgd) and 0.35 mgd respectively. Currently, Tyngsborough utilizes about half of these capacities. Tyngsborough's IMA with Lowell, which provides a capacity of 0.02 mgd, does not allow for the current sewer flow. At times, flow from Tyngsborough to Lowell is nearly 0.04 mgd. Modifications to the Lowell IMA are needed to provide additional capacity in order to meet existing demand and accommodate future growth. The three IMAs are summarized below:

- Chelmsford- Tyngsborough has a series of gravity sewers and pumping stations in the Dunstable Road/Worden Road area, and in the area of southern Middlesex Road. On October 11, 1995, Tyngsborough and Chelmsford entered into an IMA that allows Tyngsborough to discharge an average of 350,000 gpd to the Chelmsford wastewater collection system. Tyngsborough has compensated

Chelmsford for reserving this capacity. According to the Town's Comprehensive Wastewater Management Plan/Phase II EIR, the agreement limits peak flow from Tyngsborough to Chelmsford to 1.3 mgd. Additional restrictions, including limits on Biochemical Oxygen Demand (BOD) and Suspended Solids (SS), also apply.

- Dracut- A system of gravity sewers and pumping stations currently serves the northeast area of Tyngsborough in the vicinity of Mascuppic Lake. On May 25, 1977, Dracut executed an IMA with the City of Lowell that entitled Dracut to an average daily flow of 3.6 mgd. Dracut deeded 1.0 mgd of that capacity to the Town of Tyngsborough on July 6, 1977. Additional restrictions, including limits on peak flow, Biochemical Oxygen Demand (BOD) and Suspended Solids (SS), are contained in both IMAs.
- Lowell- Tyngsborough has a series of gravity sewers in the eastern portion of Town that discharges directly to the City of Lowell collection system. The IMA between Lowell and Tyngsborough allows for an average daily flow of 20,000 gpd. Additional restrictions, including limits on peak flow, Biochemical Oxygen Demand (BOD) and Suspended Solids (SS), are described in the IMA.

Table 29 summarizes the average daily flow limit allocated by each intermunicipal agreement and the actual flows monitored for 2004-2005.

Table 29: Summary of Intermunicipal Agreements for Sewer

Intermunicipal Agreement	Year Executed	2004-2005 Monitored Flow (gpd)	Allocation (gpd)
Dracut/Tyngsborough	1977	382,387	1,600,000
Chelmsford/Tyngsborough	1994	56,100	350,000
Lowell/Tyngsborough	1995	20,212	20,000

Source: Comprehensive Wastewater Management Plan, Phase II, Screening of Alternatives, June 2006

The Comprehensive Wastewater Management Plan

A Comprehensive Wastewater Management Plan (CWMP) was prepared for the Town of Tyngsborough in August 1997. The CWMP outlined a phased approach for providing sewer service throughout the Town. The CWMP included eight distinct phases:

- Phase 1- Consists of approximately 25,700 linear feet of sewers and 7,000 linear feet of force main serving locations in the northeast part of Town, including the Frost and Norris Road areas. Phase 1 may generate up to 91,800 gpd. Construction of Phase 1 commenced in April 1999 and is now complete.
- Phase 2- Consists of approximately 33,500 linear feet of sewers serving the Makos Street, Long Pond, and Sherburne Avenue areas. It is estimated that approximately 58,000 gpd would be conveyed from the entire Phase 2 area to the

Lowell Regional Wastewater Utility via the Dracut interceptor. Construction of Phase 2 has not commenced.

- Phase 3- Consists of approximately 32,600 linear feet of sewers to serve the Madeline Terrace, Frost Road, and Patricia Drive areas of Tyngsborough. Phase 3 is projected to add 90,000 gpd to the Lowell Regional Wastewater Utility via the Dracut interceptor. Construction of Phase 3 has not commenced.
- Phase 4- As described in the CWMP, this phase included sewerage the southern Middlesex Road area from the Chelmsford town line to Kendall Road, including miscellaneous side streets. The CWMP projected that future average daily flows would be 98,000 gpd. As described on pages 9 and 10, this phase of the project has been modified to accommodate recent development projects. Portions of the Phase 4 project have been constructed.
- Phase 5- Consists of approximately 34,400 linear feet of sewers to serve the Sherburne Avenue and Althea Lake areas. The CWMP projected that approximately 66,000 gpd of wastewater would be generated by this phase of the project, with 46,000 gpd being conveyed to the Lowell Regional Wastewater Utility via the Dracut interceptor, and 20,000 gpd being conveyed directly to Lowell. Construction of Phase 5 has not commenced.
- Phase 6- Consists of approximately 22,000 linear feet of sewers serving the northern Middlesex Road area. The CWMP projected that approximately 109,000 gpd would be conveyed from the Phase 6 area to the Lowell Regional Wastewater Utility via the Chelmsford interceptor. Construction of Phase 6 has not commenced.
- Phase 7- Consists of approximately 52,900 linear feet of sewers to serve the Massapoag Pond area and other streets in the western portion of Tyngsborough. Flows from Phase 7 were projected to be approximately 108,000 gpd, with all flow being conveyed to the Lowell Regional Wastewater Utility via the Chelmsford interceptor. Construction of Phase 7 has not commenced.
- Phase 8 – Consists of approximately 37,200 linear feet of sewers serving the western portion of Tyngsborough. Phase 8 is projected to generate approximately 78,000 gpd of wastewater. This flow would be conveyed to Lowell via the Chelmsford interceptor. Construction of Phase 8 has not commenced.

In October 1998, an Environmental Notification Form (ENF) for certain phases of the CWMP was submitted to the Executive Office of Environmental Affairs' Massachusetts Environmental Policy Act (MEPA) Unit. On December 1, 1998, the Secretary of Environmental Affairs issued a decision requiring the preparation of an Environmental Impact Report for the entire project. The Secretary also determined that the project in certain areas of town east of the Merrimack River, would be allowed to proceed outside of

the MEPA process due to an acute need. A special procedure for review of the EIR was established that required the filing of four documents:

- Phase I- Needs and Growth Management
- Phase II- Screening of Alternatives
- Phase III- Draft Environmental Impact Report/Facilities Plan
- Phase IV- Final Environmental Impact Report/ Facilities Plan.

The Town has completed the Phase I- Needs and Growth Management analysis and is proceeding with the Phase II-Screening of Alternatives. The Town also completed an infiltration/inflow study of its sewer system in 2002 that revealed minimal problems within the existing infrastructure.

A Notice of Project Change (NPC) was submitted in February 2000 by the Tyngsborough Sewer Commission for the construction of the Phase 4 sewers outlined in the CWMP. The Secretary of Environmental Affairs approved the NPC in April 2001, which allowed the extension of the municipal sewer system by 10,650 linear feet within Middlesex Road and Westford Road to collect approximately 178,500 gallons per day (gpd) of sewage from the Sycamore Networks site and abutting properties. However, the Sycamore Networks project never moved forward and the sewer line was never constructed in its entirety.

Recently, the Tyngsborough Sewer Commission entered into informal discussions with the City of Nashua, New Hampshire regarding the possibility of purchasing sewer capacity from Nashua. Toward that end, the Tyngsborough Sewer Commission retained Earth Tech to assess the sewer capacity needs of the Middlesex Road corridor, determine the cost for providing service, and to identify institutional and legislative issues that would need to be addressed in order to implement such an interstate agreement. The *Comprehensive Wastewater Management Plan and Environmental Impact Report, Phase II, Screening of Alternatives*, completed by the Town in June 2006, indicates that the option of entering into an IMA with the City of Nashua is feasible from a technical, environmental and political perspective.

Current Collection Areas

Currently, the most extensive sewage collection area in the town surrounds Mascuppic Lake. Sewers were originally constructed in this area in the late 1970s in response to failing septic systems that were found to be degrading the water quality of the lake. In 1999 and 2000, a major addition was constructed to provide sewers to the Norris Road School complex.

A second sewage collection area is situated along the eastern shore of the Merrimack River adjacent to Tyng's Island. This sewer area is relatively small, accounting for only about 20 connections.

West of the Merrimack River, the primary basis for the construction of the sewers was to give the EPA Superfund site at the Charles George Landfill a means for discharge of industrial wastewater generated on-site. The majority of sewers in this area lie on

Dunstable Road, adjacent to which lie the Progress Avenue (privately owned), Cummings Road, Bridge Meadow Brook and Flints Corner pump stations that transport wastewater to the Worden Road meter station.

In December 2004, two developers, Maple Ridge Estate Development and Merrimack Landing Trust, extended sewer to provide service to their planned affordable housing developments located on Middlesex Road and Old Tyng Road. The sewer extension project included the installation of sewer line in Middlesex Road from the Chelmsford town line to approximately 700 feet north of the intersection with Old Tyng Road (4,544 linear feet), and included a pump station and associated force main. The project also included the installation of 1,487 linear feet of sewer within Old Tyng Road. Completion of this work brought the total sewer extension length to 6,031 linear feet. It is estimated that this line will result in the collection of 152,783 gpd from the two housing developments and other abutting properties.

Water Supply and Distribution

Public water service currently serves approximately thirty percent (30%) of the town. The remaining seventy percent (70%) of the town is served by on-site private wells. Within the Town of Tyngsborough, three water districts operate a total of five water distribution systems that access various supply sources in neighboring communities, including Dracut, Chelmsford, Lowell and Nashua. Management of the water supply infrastructure and the related contractual agreements is relatively complex.

The largest water distribution network is comprised of three separate water systems and operated by the Tyngsborough Water District (TWD). The TWD is the only Town-based provider of public water, which is supplied through the communities of Dracut and Lowell, and through the Pennichuck Water Works Corporation of Nashua. The TWD was established by the state legislature in 1983 to serve the neighborhood impacted by groundwater contamination emanating from the Charles George Landfill. According to the 2003 Comprehensive Water Resources Management Plan (CWRMT) prepared for the Town by SEA Consultants, the water demand for the TWD is estimated at 200,000 gpd. The CWRMP also found that the water supply available to the TWD through the communities of Lowell and Dracut appears adequate to meet future needs. In 1999, the TWD signed a ten-year agreement, with two five-year renewal options, with the Pennichuck Water Works Corporation of Nashua to purchase up to 500,000 gpd.

The Dracut Water Supply District (DWSD) has one water system serving the area north of Mascuppic Lake. A smaller distribution system operated and maintained by the Tyngsborough Water District is located in this same area and is connected to the larger DWSD system. The water supplies for these two systems have been via a connection in Dracut to a distribution line in Lowell, a wellfield sited in Dracut, and during peak demands, a wellfield operated by the DWSD that is located off Larsen Avenue on the northwestern bank of the Merrimack River in Tyngsborough. The current intermunicipal agreement between the TWD and DWSD, for water furnished to the TWD-operated system, provides an initial maximum allowance of 100,000 gpd, with increases for each

new unit of residential housing and commercial service. The Whortleberry Hill Reservoir located in the Town of Dracut, provides the primary system storage. The systems operated by the TWD on the west side of the river are currently interconnected.

The North Chelmsford Water Supply District (NCWSD) services a small area along the western bank of the Merrimack River near Tyng's Island. The water supply is just capable of meeting current demand on the NCWSD, although additional water supplies are potentially available through neighboring districts in Chelmsford. This system consists of mostly 6-inch mains and a few 10-inch mains.

Table 30 below summarizes the water suppliers and systems that serve the Town. Of the various water supply systems, the EPA system operated by the TWD is the most extensive. The system connects to the Lowell system at a booster pump station located on Pawtucket Boulevard on the southeastern bank of the Merrimack River. Water is conveyed across the River to a 550,000-gallon storage tank on Oak Hill at Flints Corner. Distribution then continues northwest to serve the area impacted by the Charles George Landfill. The EPA system also branches off to serve the Town Center area to the northeast, and residential areas to the west.

Table 30: Tyngsborough Water Suppliers and Water Sources

WATER SUPPLIER	SYSTEM NAME	INTERMUNICIPAL AGREEMENT	WATER SUPPLY SOURCE
Tyngsborough Water Supply District	EPA System	Lowell Water Treatment Facility	Merrimack River
Tyngsborough Water Supply District	Sherburne System	Lowell Water Treatment Facility	Merrimack River
Tyngsborough Water Supply District	Birchmont	Dracut Water Supply District	Merrimack River, Dracut Wellfield, Larsen Ave. Wellfield
Tyngsborough Water Supply District	Middlesex Road System	Lowell Water Treatment Facility, Pennichuck Water Works Corp.	Merrimack River, Pennichuck Reservoir System
Dracut Water Supply District	DWSD System	NA	Merrimack River, Dracut Wellfield, Larsen Ave. Wellfield
North Chelmsford Water District	NCWD System	NA	Chelmsford Wellfield

The 2003 Comprehensive Water Resources Management Plan (CWRMP) analyzed future water demand for the Town based upon past water use and anticipated future development. The report noted that these forecasts were complicated by the fact that the town has so many different municipal water supply systems and sources. The CWRMP concluded that the TWD's intermunicipal agreements with Dracut and Lowell, and the agreement with the Pennichuck Water Works Corporation, appear to contain sufficient capacity for future growth in the water system through 2020. The report further concluded that any growth in the existing water system would likely be driven by the need to service individual development projects.

Transportation Infrastructure

Major transportation routes running north to south through Tyngsborough include U.S. Route 3 and Route 3A. There are fewer roadways running east-west, and travel is further complicated by the single bridge crossing the Merrimack River, which bisects the Town. Major roadways within the selected study areas include Middlesex Road, Westford Road, Kendall Road (Route 113), and Pawtucket Boulevard (Route 113). Table 31 below contains a summary of traffic count data for roadways within each of the study areas.

Table 31: Traffic Count Data for Study Area Roadways

Location	Average Daily Traffic			
	2001	2002	2003	2004
Frost Road at New Hampshire line	9,500			
Kendall Road at Dunstable town line		10,100		
Kendall Road east of Route 3	8,800			
Kendall Road west of Route 3	11,300			
Middlesex Road at Chelmsford town line		13,300		
Middlesex Road south of Westford Road				10,200
Middlesex Road at New Hampshire state line				21,000
Middlesex Road south of Bryant Lane			17,300	
Pawtucket Boulevard west of the Lowell line	10,200	9,700		
Westford Road east of Route 3				
Westford Road west of Dunstable Road		14,500		
Westford Road west of Route 3		21,100		
Westford Road south of Middlesex Road			11,100	
Westford Road under Route 3	11,900			

Source: Northern Middlesex Council of Governments and MassHighway

Route 3

Route 3 is a state-owned, north-south, six-lane, limited access divided highway, extending from Route 128 north to the New Hampshire state line. Tyngsborough's three interchanges on Route 3: Westford Road, Exit 34; Kendall Road (Route 113), Exit 35; and Middlesex Road, Exit 36, provide the community with immediate access to the regional transportation network.

The Route 3 North Improvement project was initiated by MassHighway in 2001 and is scheduled for final completion during the summer of 2006. The project added a third travel lane in each direction from Route 128/95 to the New Hampshire state line. To provide for possible future expansion, all bridges along the corridor were widened to accommodate a future fourth travel lane. Improvements were also made to the Exit 34 and 35 interchanges within the Town Tyngsborough. These improvements included the widening of Westford Road and Kendall Road in the vicinity of the Route 3 ramp termini, and the installation of traffic signals at the intersection of the Westford Road and the Route 3 ramps, and at the intersection of Kendall Road and the Route 3 ramps. In addition, a regional park and ride lot was constructed on the north side of Kendall Road, east of Route 3. The park and ride lot is scheduled to open this summer.

Middlesex Road

Middlesex Road, from the Chelmsford town line to Kendall Road, is designated as Route 3A. It is a state-owned urban minor arterial. The north-south oriented roadway provides two travel lanes in each direction, from the Chelmsford town line north to the intersection of Westford Road. Between Westford Road and Farwell Road, Middlesex Road consists of a four-lane cross section with two travel lanes in each direction. From the intersection of Farwell Road, north to intersection of Locust Avenue, the roadway consists of one travel lane in each direction. From the intersection of Locust Avenue to the New Hampshire state line, Middlesex Road transitions to a four lane cross section, with two travel lanes in each direction. The posted speed limit ranges from 35 mph to 45 mph along the corridor. Traffic volumes along Middlesex Road range from 11,000 vehicles per day south of Westford Road to 23,500 vehicles per day near the intersection of Kendall Road. Middlesex Road connects Tyngsborough and the neighboring communities of Lowell, Chelmsford and Nashua. The land uses along the corridor are primarily commercial and institutional.

Northern Middlesex Council of Governments recently completed the *Draft Middlesex Road Traffic Operations and Safety Study*. The study showed that the following intersections along the corridor presently function at a poor level of service:

- Middlesex Road at Kendall Road (Route 113);
- Middlesex Road at TJ Maxx Plaza (unacceptable conditions occur during the weekend peak period); and
- Middlesex Road at the Route 3/Exit 36 ramp intersection (unacceptable conditions occur during the weekend peak period).

Pawtucket Boulevard (Route 113)

Pawtucket Boulevard south of the Tyngsborough Bridge is designated as Route 113. It is a state-owned, north-south, undivided roadway with one travel lane in each direction. The posted speed limit is 25 mph approaching the bridge, and 45 mph in the southbound direction. In 2002, this roadway carried approximately 10,000 vehicles per day. Pawtucket Boulevard connects Tyngsborough and the neighboring communities of Lowell and Dracut. The primary land uses along this roadway in the vicinity of the Tyngsborough Bridge are commercial and residential.

Westford Road

Westford Road from Swan Road to the vicinity of the Route 3 interchange is a two-lane, undivided roadway running in a northeasterly-southwesterly direction. In the area of the Route 3 ramps, the roadway has been widened to a four-lane cross section. Between the Route 3 northbound ramps and Middlesex Road, the roadway returns to two lanes. Westford Road is an urban minor arterial that links the Town of Tyngsborough with the neighboring communities of Westford, Groton and Dunstable. In 2004, Westford Road

carried 12,100 vehicles per day. Land uses along Westford Road are primarily commercial, industrial and residential. The posted speed limit varies from 30 to 40 mph.

The Route 3 interchange at Westford Road is a partial cloverleaf design with ramps in diagonally opposite quadrants. The land adjacent to the southbound ramps is mostly undeveloped, except for a cemetery on the north side of Westford Road.

Kendall Road (Route 113)

Kendall Road is designated as Route 113 for its entire length. It is a two-lane, undivided roadway running in an east-west direction, except in the vicinity of the Route 3 ramps where the roadway has been widened to include a four-lane cross section. Kendall Road links the Town of Tyngsborough with the neighboring communities of Dunstable, Lowell, and Dracut. Land uses along Kendall Road are primarily residential with limited commercial uses. In 2002, Kendall Road carried approximately 10,100 vehicles per day.

Tyngsborough Bridge

The Tyngsborough Bridge, constructed in 1932, has provided the only crossing of the Merrimack River for residents of Tyngsborough and neighboring communities, such as Chelmsford, Dracut, Westford and Dunstable. The bridge provides the only river crossing within the town and for approximately five miles to the north and six miles to the south, and in 1999, carried 23,500 vehicles per day. In recent years, traffic congestion on the bridge has increased due to population growth and increased retail development in South Nashua. This congestion not only creates delays for commuters and residents, but also presents safety concerns for emergency and public safety personnel. As development continues in the area, vehicular demand will continue to increase and additional river-crossing capacity will be desired.

In February 2002, the *New Tyngsborough Bridge Transportation Study* was published by MassHighway. The purpose of the study was to assess the need for and feasibility of a second bridge across the Merrimack River. The study evaluated 15 alternative crossing locations. The study concluded that Alternatives 5/6 and 14 best met the goals of the study with the least environmental impact. Alternative 5/6 crosses the Merrimack River at Westford Road, while Alternative 14 crosses the river near the Pheasant Lane Mall.

Alternative 5/6 is the most promising of the alternatives in that it uses the regional access and natural terrain advantages of Westford Road. It connects Westford Road, on the west side of the river, with a relocated Pawtucket Boulevard on the east side of the river via a four-lane bridge and access road. Traffic projections have shown that this alternative will attract approximately 23,550 vehicles on a daily basis in the year 2020 and is one of the most effective alternatives in drawing traffic away from the existing bridge.

Alternative 14 capitalizes on the regional connection to Route 3 via Exit 36. This alternative connects Middlesex Road at the Exit 36 Access Ramp on the east side of the river, to Frost Road on the west side of the river, via a four-lane bridge and access road. It

would be necessary to expand the mall access road to accommodate this alternative. Elevated approaches would be required to achieve the required clearance over the river and adjacent rail line. This alignment would enhance access to the retail areas along Middlesex Road and the Daniel Webster Highway.

Recently, MassHighway constructed a temporary bridge immediately to the south of the existing bridge. The temporary bridge was opened in Fall 2005 to allow for the closure of the Tyngsborough Bridge for repairs. Rehabilitation of the original structure is scheduled to begin in 2008.

Relocated Pawtucket Boulevard

The intersection of Pawtucket Boulevard, Sherburne Avenue and Frost Road suffers from inadequate capacity and poor sight distances. Major queuing and delays occur at this location on a daily basis. The *New Tyngsborough Bridge Transportation Study* recommended the relocation of Pawtucket Boulevard to the east of the existing roadway. Under this design, Parker Lane will be relocated to the north, and Indian Lane will be reconfigured between the new tie-in with Sherburne Avenue and relocated Pawtucket Boulevard. Old Pawtucket Boulevard at the bridge would be dead-ended. Design work for this project is currently at the 25% completion stage. MassHighway expects to advertise the project for construction in 2008.

Public Transit Service

The Lowell Regional Transit Authority (LRTA) provides some fixed route bus service to the town's residents. The Dracut-Tyngsborough (DT) route runs along Lakeview Avenue up to Frost Road and Madeline Terrace, and up to Ayotte's Market near the Hudson, New Hampshire line. There are eleven inbound and outbound runs daily on weekdays, and five inbound and outbound runs on Saturdays. There is no service available on Sundays.

In 1999, the Nashua Regional Planning Commission initiated a study to examine the feasibility of extending MBTA commuter rail service from Lowell to Nashua and eventually as far north as Manchester, New Hampshire. The Towns of Tyngsborough and Chelmsford participated in a feasibility study to identify a suitable location for a commuter rail station along this line within either of the two communities. This feasibility study was jointly undertaken by the MBTA and the Central Transportation Planning Staff (CTPS) and identified a preferred site in North Chelmsford. Should the rail extension go forward, the development of this station would also be beneficial to the residents of the Town of Tyngsborough.

Freight Rail Service

The Town of Tyngsborough is served by freight rail operated by the Guilford Transportation Company. This line, known as the Northern Main Line, parallels the west side of the Merrimack River, and serves as a connection from New Hampshire and Maine

to Massachusetts. Actual figures on the amount of materials transported on the line are not available as the railroad company considers this information to be proprietary.

III. Alternatives Analysis

A. Town Center

The heart of any community is its town center. Prior to World War II, the pedestrian-friendly, mixed-use town center was an inherent part of nearly every New England community, and the focus of the social, economic, political and civic life of its residents. The town center was also the place where citizens celebrated holidays, carried out local traditions, and commemorated important events and people with the dedication of monuments, buildings and public spaces. The development of the highway system and the popularity of the automobile drastically altered development and real estate patterns. Many town centers have become auto-oriented, losing their significance as the center of economic and civic activity. This can be seen within the center of Tyngsborough, which is bisected by Route 3A and Route 113. In addition, the Town Hall and Library have been relocated north of the town center area, and a new school constructed, leaving behind three vacant or underutilized municipal buildings: the Old Town Hall, the Winslow School and the Littlefield Library.

A revitalized and vibrant town center has the potential to produce many benefits, including the efficient use of infrastructure, increased tax base, historic preservation, the fostering of civic spirit and engagement and the creation of a thriving small business environment. In addition, the creation of a walkable, mixed-use town center could also provide the following:

- A public realm for community social and civic activities;
- A community-oriented marketplace for shopping, dining, and entertainment; and
- A stronger place identity and sense of community.

Industrial activity in the center ceased when the former mills were demolished in 1930, in conjunction with the construction of the Tyngsborough Bridge and the corresponding realignment of Route 3A. Several of the small businesses, located in former residential structures along Kendall Road, represent a continuation of the Center's historic role as an area for commerce. These businesses include a bakery, a day spa and an antique store.

The Vision Statement for the Town's Master Plan portrays a future with "an enhanced village setting for (the) Town Center; and linked improvements connecting open spaces in the expanded town center, with the Merrimack River". Furthermore, the Master Plan advocates the creation of three commercial nodes within the Town Center area: (1) the historically sensitive reuse and development of properties within the existing town center area; (2) small-scale/neighborhood commercial development in the area adjacent to the intersection of Westford Road and Middlesex Road; and (3) creation of a mixed-use district on the east side of the Merrimack River, in the area of the proposed relocated

Pawtucket Boulevard. These commercial nodes would help foster the development of additional small-scale retail establishments and commercial services.

The Economic Development Committee has identified the following goals for the future development of the Town Center that are consistent with the Town's Master Plan:

- Create a vibrant and pedestrian- friendly town center;
- Attract new investment and foster economic development;
- Create a pleasant and aesthetically pleasing environment in what is now an auto-dominated area;
- Maintain the community's unique historic character, while creating a unified appearance and distinct identity for the center area; and
- Tie together the existing center area with the area on the east side of the Merrimack River near the intersection of Frost Road and Pawtucket Boulevard.



Photo 1: Old Town Hall on Kendall Road

Creation of a Historic District and Reuse of Existing Historic Properties

In 2002, the town hired an historic consultant to inventory its historic resources, funded in part through a grant from the Massachusetts Historical Commission. The Tyngsborough Center area was identified as being eligible for the creation of an historic district. The resources identified as part of the possible district include the following:

- Old Town Hall building (also known as the 1834 Baptist Church) that was recently renovated;
- Littlefield Library, built in 1904;
- Winslow School, built in 1890;
- First Parish Church, built in 1836;
- Evangelical Congregational Church, built in 1836;
- Fifield Box Shop, 77 Kendall Road, c. 1880;
- 1727 Farwell House, 9 Kendall Road, the former residence of ferry operators and mill owner, and the site of town meetings in the 18th century;
- Tyngsborough Bridge, built in 1930;
- Parsonage, 12 Kendall Road, c. 1832;
- Rev. Lawrence House, 16 Kendall Road, c. 1800;
- Gordon-Barry House, 20 Kendall Road, c. 1800;
- C. Worcester House, 27 Kendall Road, c. 1860;
- J. Kendall House, 45 Kendall Road, built 1814;
- Kendall House, 51 Kendall Road, built 1808;
- Swallow Farm, 54 Kendall Road, c. 1890;
- 62 Kendall Road residence, c. 1900;
- J. Farwell House, 63 Kendall Road, c. 1797;
- 64 Kendall Road residence, c. 1855;
- M. Kendall House, 69 Kendall Road, c. 1818;
- 70 Kendall Road residence, c. 1875;
- 75 Kendall Road residence, c. 1850;
- 76 Kendall Road residence, c. 1900;
- War Memorial, Middlesex Road, 1955;
- Captain J. Farwell House, 201 Middlesex Road, built 1803;
- Farwell-Richardson House, 208 Middlesex Road, built 1824;
- 259 Middlesex Road residence, c. 1895;
- Bennett and Perham Duplex, 260 Middlesex Road, c. 1870;
- Bither Insurance, 261 Middlesex Road, c. 1890;
- 266 Middlesex Road residence, c. 1888; and
- 269 Middlesex Road residence, c. 1889.

The Tyngsborough Historical Commission is the official town body charged with the identification of historic properties and sites in town, and is the principal advisor on matters related to historic preservation. Such issues include zoning changes, the re-use of municipally owned historic buildings, and the planning and preservation of historic areas and landscapes. The eight-member board is appointed by the Board of Selectmen.

Ordinarily, Historical Commissions do not have a regulatory function. However, many communities, through a local bylaw passed at town meeting, have given their Historical Commission additional authority through a demolition delay bylaw. Within a demolition delay bylaw, a Historical Commission can delay the demolition of a historically significant property for a specified period of time, in hopes of finding an alternative to the demolition.

Given the significance of the historical resources within the Center, the Town should consider forming a National Register and/or Local Historic District. The Town's Master Plan recommends the formation of a National Register District in the Town Center. There are significant differences between a National Register District and a Local Historic District, as described in the following section. A property can be designated as part of both a National Register District and a Local Historic District. Properties located within a local historic district and National Register District are automatically included in the State Register of Historic Places, which provides limited protection from adverse effects by state-involved projects; and when available, provides owners of municipal or private non-profit properties the opportunity to apply for 50% matching state grants through the Massachusetts Preservation Projects Fund.

National Register Historic District

A National Register District is part of the National Register of Historic Places that contains a listing of individual buildings, sites, structures, objects and districts deemed important in American history, culture, architecture, or archaeology. It is a federal designation administered by the U.S. Secretary of the Interior through the Massachusetts Historical Commission, under the Secretary of State's Office, as the State Historic Preservation Office. Listing on the National Register recognizes that the area is important to the history of the community, state, or nation; allows the owners of income-producing properties certain federal tax incentives for rehabilitation; and provides limited protection from adverse effects by federal or state projects. However, if there is no state or federal involvement in a project (such as federal licenses, permits, or funding) and no pertinent local regulations (such as a local historic district), then listing on the National Register does not in any way limit an owner's handling of the property.

The criteria for listing on the National Register are:

- Association with events that have made a significant contribution to the broad patterns of our history;
- Association with the lives of persons significant in our past;
- Embodiment of distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Likelihood of yielding information significant in history or prehistory.

Properties need only meet one of the above criteria to be eligible for listing.

A National Register District cannot be listed if a majority of the property owners submit notarized objections. Every owner of record has the opportunity to comment on the nomination and has one vote, regardless of whether he/she owns a single property, multiple properties, or a portion of a property. Currently, there are over 900 National Register Districts in Massachusetts.

Local Historic District

A local historic district is more restrictive to the property owner than a National Register District. A locally appointed Historic District Commission reviews proposed changes to exterior architectural features visible from a public way. The Historic District Commission holds a public hearing and makes a determination on whether a proposed change is appropriate. If the change is deemed appropriate, the Historic District Commission issues a certificate, allowing the work to progress. Many Historic District Commissions have prepared Historic District Design Guidelines that clarify how proposed projects should respect the existing historic character.

Following the steps outlined in Massachusetts General Laws Chapter 40C, Local Historic Districts are established by a two-thirds majority town meeting vote. Many proposed changes are exempt from review; for instance, there is no review of interior features. In addition, a variety of exterior features are often exempt, such as air conditioning units, storm doors, paint color, and temporary structures. The decision on which features are exempt from review depends on how the local bylaw is written and passed by town meeting. There are now over 200 local historic districts in Massachusetts. The first step in the creation of a local historic district is the appointment of a Local Historic District Study Committee by the Board of Selectmen.

Town Center Overlay District

As part of its efforts, the Economic Development Committee reviewed the Town Center/Village Center bylaws in place in other Commonwealth communities for applicability in Tyngsborough. These included the Town of Dennis Village Center Zoning Bylaw, the Cape Cod Commission's Village Style Development Model Bylaw, and the Town of Weymouth's Neighborhood Center District. These bylaws utilize zoning techniques, strategies and requirements to foster traditional mixed-use, compact development including: adjusted lot sizes to accommodate compact development; adjusted setbacks and coverage requirements to reflect traditional town center development patterns; reduced on-site parking requirements to encourage the use of shared parking behind or beside building structures; and increased requirements for pedestrian amenities.

There was consensus among the Committee members that any revisions to the Town's zoning bylaw should be structured in a fashion that protects and preserves the integrity of the Town's historic resources. The establishment of a Town Center Overlay District was determined to be one of the priority recommendations of the Committee.

The Town Center Overlay District would be employed in conjunction with any underlying zoning district within the subject area. The regulations of the underlying zoning district, as well as all other applicable regulations, would remain in effect. The overlay bylaw is intended to be used in conjunction with the creation of a National Register Historic District, design guidelines to be developed by the town, and site plan review. The Town Center Overlay Zone would be utilized as a tool to implement many of the recommendations contained in this plan and in the Town's Master Plan. Incentives could

be provided to project proponents in the form of increased coverage, decreased setbacks, relaxation of parking requirements and flexibility of design and layout, in exchange for exceptional design and public improvements beyond what are typically required. Map 7 on the next page shows the proposed boundaries for the Town Center Overlay District.

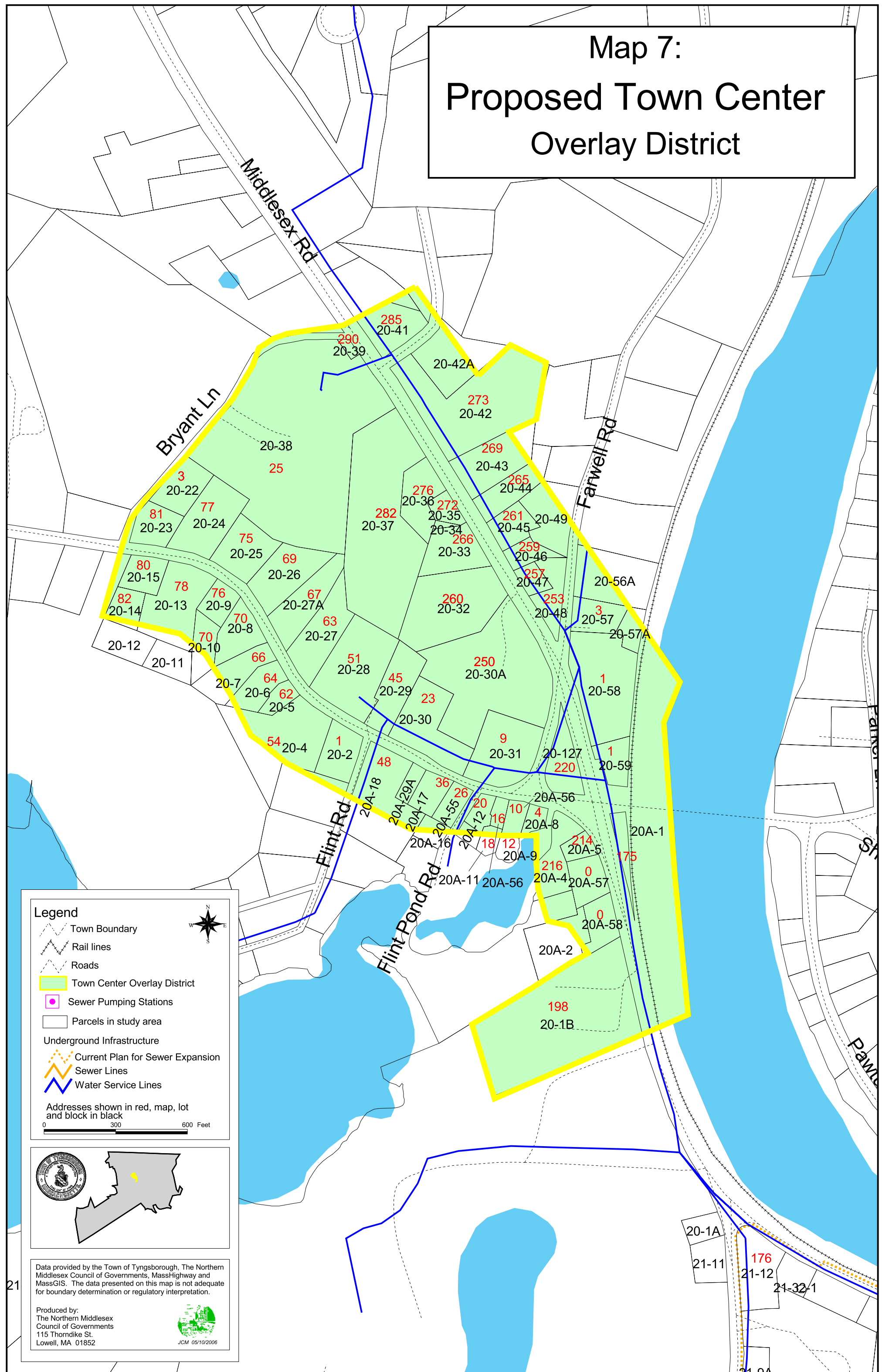
The purposes of a Town Center Overlay District are to:

- Promote the development of a compact, pedestrian-oriented town center consisting of mixed-uses and provide a broad range of housing types for an array of housing needs;
- Promote a diverse mix of residential, business, commercial, office, institutional, educational, and cultural and entertainment activities for workers, visitors, and residents;
- Encourage pedestrian-oriented development to help support town center businesses through roadway design considerations, shared parking, and pedestrian pathways and spaces; and pedestrian amenities such as benches;
- Create a sense of place and community in the town center area by fostering a unified appearance and distinct identity throughout the center area;
- Encourage designs that promote the historic nature and value of the Center;
- Promote flexible design criteria to encourage re-use of existing historic properties;
- Maintain the natural, scenic and cultural character of the area, including vistas of the Merrimack River and Flint Pond;
- Encourage the use of traditional town center design concepts to minimize impacts on public services, maximize the use of public infrastructure, and allow a mix of residential uses with compatible commercial and civic uses that offer employment opportunities as well as provide services to community; and
- Attract new investment and foster economic development.

The following actions are recommended in order to achieve these recommendations:

- Live/work units should be encouraged within the overlay district.
- All off-street parking spaces should be located to the rear or side of the principal building unless screened so that they are not visible from the public right-of-way. No parking area should be allowed within the required or authorized setback.
- The Town should explore the possibility of providing municipal parking as a way to encourage and accommodate the re-use of the Old Town Hall, the former library and the Winslow School.
- New construction should improve access to the building, sidewalks and parking areas.
- A landscape design, approved by a landscape architect, should be required.
- It is recommended that front, side and rear setback requirements be modified to be consistent with the type of development that is now in place within the center area.
- Develop a signage system that has a common theme of color and letter style or logo that will begin to identify or brand the Center and visually unify it.

Map 7:
Proposed Town Center
Overlay District

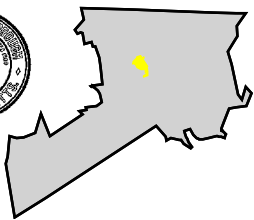


Legend

-
- The map displays the Town Center Overlay District in a light green color. Surrounding areas are in white. Infrastructure features include dashed lines for Town Boundaries, solid black lines for Rail lines, and dashed grey lines for Roads. Sewer Pumping Stations are marked with pink dots. Parcels in the study area are outlined in black. A compass rose in the top right corner indicates North (N), South (S), East (E), and West (W). A legend in the bottom left corner identifies the symbols for Town Boundary, Rail lines, Roads, Town Center Overlay District, Sewer Pumping Stations, Parcels in study area, and Underground Infrastructure. The Underground Infrastructure section includes the Current Plan for Sewer Expansion (dashed orange line), Sewer Lines (solid orange line), and Water Service Lines (solid blue line).
- Town Boundary
- Rail lines
- Roads
- Town Center Overlay District
- Sewer Pumping Stations
- Parcels in study area
- Underground Infrastructure
- Current Plan for Sewer Expansion
- Sewer Lines
- Water Service Lines

Addresses shown in red, map, lot
and block in black

0 300 600 Feet



Data provided by the Town of Tyngsborough, The Northern Middlesex Council of Governments, MassHighway and MassGIS. The data presented on this map is not adequate for boundary determination or regulatory interpretation.

Produced by:
The Northern Middlesex
Council of Governments
115 Thorndike St.
Lowell, MA 01852



The Town should consider applying for Smart Growth Technical Assistance funds from the Executive Office of Environmental Affairs (EOEA) to fund the development of the Town Center Overlay District Bylaws. These monies are awarded annually by EOEA as a means of improving the Commonwealth Capital scores of individual communities and promoting the Commonwealth's Smart Growth Initiative.

Pedestrian Considerations

A comfortable and safe pedestrian environment is vital to a successful town center. Pedestrian circulation should be an integral part of future planning efforts relative to this area. Presently, sidewalks exist along the west side of Middlesex Road from the Brinley Terrace north to the former Littlefield Library. Sidewalks are in place along the southerly side of Kendall Road from Middlesex Road to the vicinity of the Highway Department headquarters. Sidewalks are also present along the northerly side of Kendall Road from the Route 3 northbound ramps to Locust Avenue. Otherwise, sidewalks are lacking throughout the Center area.

Crosswalks exist at several locations throughout the Center area. Presently, these crosswalks are marked with paint and are basic and utilitarian but do not contribute to the character of the center. The area could be visually enhanced by installing decorative paving or colored textured asphalt within the crosswalks.

The following pedestrian improvements are recommended within the Center:

- Future signal upgrades should include accommodations for pedestrians and bicycles.
- Crosswalks should be clearly marked at all major intersections.
- Sidewalks should be constructed along all of Middlesex Road within the Center area, particularly in the area between Brinley Terrace and Westford Road, and from the area in the vicinity of the library where it currently ends, north to Bryant Lane. The Planning Board should require sidewalk construction and pedestrian scale lighting as part of the mitigation package for all new development projects within the area.
- The Town should investigate the feasibility of constructing a pedestrian path linking the center area with the new Town Hall and Library. This would likely involve the cooperation of at least two private property owners.

There has been discussion regarding the possibility of maintaining the temporary bridge for permanent use as a bicycle/pedestrian bridge, following completion of repairs to the Tyngsborough Bridge. This would not only provide a safe crossing for bicycles and pedestrians, but it would also provide a link to the future Merrimack River Trail being planned along the east side of the Merrimack River from New Hampshire to Newburyport.

Expanded Town Common

The Tyngsborough Town Common consists of a triangular parcel of land that lies between Kendall Road, Middlesex Road and Winslow Drive. The Flint Pond dam lies within this common area. The expansion of the common may be possible through the elimination of Winslow Drive. Traffic count data collected by NMCOG indicates that approximately 1,100 vehicles per day utilize this roadway and the addition of this traffic to the intersection of Middlesex Road and Kendall Road would have an insignificant impact on the operating conditions at the intersection. Modifications would need to be made to the northwest approach to the intersection to improve the turning radii to accommodate large trucks.

It is estimated that expansion would add approximately 14,000 square feet of additional green space. Adding this area to the green space that now exists at the Winslow School and the former Littlefield Library would provide sufficient public space to allow the town to hold community events such as local fairs and festivals, farmers markets or summer concerts.

Discussions with local officials have indicated that the Town may have an interest in purchasing the property located immediately adjacent to the westerly approach of the intersection of Middlesex Road and Kendall Road. This property was the site of the former Palm and Queens store in the 1930s and 1940s. One of the possible future concepts for this site involves restoring the historic barn located to the rear of the existing store by removing the portions of the structure that have been added on over the years. In addition, consideration has been given to moving the church building further toward the west, thereby creating additional open space immediately contiguous to Middlesex Road. This would provide the opportunity to create additional green space in the area opposite the expanded common, and improve the location and efficiency of parking within the site. It may also provide an opportunity to find an appropriate commercial or civic use for the barn structure.

Reuse of Vacant Municipal Properties

The Old Town Hall was vacated in 1998 when a new Town Hall was constructed on Bryants Lane. The Town, through the efforts of the Historical Commission, recently issued an RFP for rehabilitating and restoring the building. Community Preservation (CPA) funds will support this effort. The Historical Commission envisions the building being reused by civic organizations, possibly as a Community Center. Such a use would be effective in restoring the town center to its historical role as the center of civic and community life.

The Littlefield Library is presently being renovated to meet the requirements of the Americans with Disabilities Act. For the time being, the Historical Commission plans to utilize this building as office space and as a place to archive their collection of records and artifacts.

The Winslow School is currently vacant. Ownership has been transferred from the School Department to the town. A number of reuses have been discussed for the property, including conversion to art exhibit/studio space or leasing the building to a private entity for the development of office space.

In addition to preserving structures that have historic significance, the reuse of these buildings will have a positive effect in terms of bringing people back to the town center, thereby restoring the area to its historic role as the civic and cultural heart of the community. These actions will also contribute to the attractiveness of the area for economic development interests.

Creation of Commercial Nodes

The Town's Master Plan recommended the creation of two commercial nodes on the west side of the river within the Town Center area. The first node involves the historically sensitive reuse and development of properties within the existing center. As a way of jumpstarting this effort, the Town should devise a plan to reuse the three vacant municipal buildings within the Town Center: the old Town Hall; the Winslow School and the Littlefield Library.

The second node consists of neighborhood style commercial development in the vicinity of Westford Road and Middlesex Road. Land in this area is already appropriately zoned (B-2 and B-3) to accommodate this type of development, but much of this land is currently under the ownership and control of Notre Dame Academy. The Town should open up discussions with the school and the archdiocese regarding the future of this property.

Future of the Notre Dame Academy Property

The Notre Dame Academy parcel is key relative to the future development of the Town Center, as well as the Westford Road Study area. This point is evident in the discussion above concerning the possible creation of a commercial node near the intersection of Westford Road and Middlesex Road, where most of the land is controlled by Notre Dame. The portion of the 200-acre parcel fronting Middlesex Road, contiguous to the Brinley Terrace housing complex, could be very valuable to the Town in terms of addressing its future public housing needs. In addition, this front land, with its outstanding view of the Merrimack River, would also be an ideal location for a new town common at some point in the future.

Currently, the property is entirely zoned for commercial and industrial use and holds tremendous economic development potential. At a minimum, the Town should negotiate a first right-of-refusal should the property owners decide to sell a portion or all of the property. As a means of generating additional revenue, the Town should also consider negotiating PILOT payments (payment in lieu of taxes). Alternatively, the town could negotiate for the donation of the development rights for the property.

Financing Town Center Improvements

As part of the plan development process, various economic development tools were investigated for applicability within the Town Center area. It was found that Tyngsborough Center could principally benefit from District Improvement Financing (DIF) funding and Historic Tax Credits. As previously discussed, the establishment of design guidelines by the Planning Board, in conjunction with the Historic Commission, could encourage greater use of historic tax credits as a means to fostering financial investment and improvements to commercial and residential historic properties.

B. East Tyngsborough Study Area

This is the only study area on the east side of the Merrimack River and incorporates land in the vicinity of the proposed relocated Pawtucket Boulevard project, currently being designed by MassHighway. The study area consists of 43 parcels, comprising 57.33 acres and is primarily zoned either Residential 1 or Residential 3, except for the area immediately southeast of the intersection of Frost Road and Pawtucket Boulevard which is zoned Business/Commercial 1. The lack of sewer and water infrastructure severely limits the development potential of this area for commercial or industrial uses.

The future of this area will largely be shaped by the proposed Pawtucket Boulevard relocation project and the future siting of a second Merrimack River Crossing. While the location of a second river crossing has not been definitively determined, the Board of Selectmen have voted to support Alternative 5/6 as the Town's preferred alternative. Under this scenario, the additional river crossing would be located south of the existing Tyngsborough Bridge. The west terminus of the approach roadway would begin east of Potash Hill Road at Westford Road, track between the summit of Potash Hill and the Center Crest condominium complex, and span Middlesex Road, the railroad and the river at a 90-degree angle.

The *New Tyngsborough Bridge Transportation Study*, completed by MassHighway in February 2002, recommended the relocation of Pawtucket Boulevard to the east of the existing roadway. The project would reconfigure the existing intersection of Pawtucket Boulevard, Frost Road and Sherburne Avenue into a standard, signal controlled "T" intersection. Currently, major queuing and delays occur at this location during both the morning and evening peak travel periods. In addition, this location suffers from a high incidence of accidents due to substandard geometry and poor sight distance.

The relocated roadway will consist of one 12-foot travel lane in each direction with 4-foot outside shoulders. A 6-foot sidewalk will be provided along the western edge of new roadway. The Sherburne Avenue intersection will be unsignalized with a left turn lane in the southbound direction. The intersection with Frost Road will be signalized with free right turn movements north onto Frost Road and from Frost Road to the west. The relocated roadway and Frost Road will have exclusive left turn lanes. Parker Lane, which now intersects with Frost Road, will be moved 262 feet to the north.

The *New Tyngsborough Bridge Transportation Study* evaluated the potential land use and development impact of constructing an additional river crossing in the vicinity of this study area. The study found that the increased accessibility might make the area more attractive for higher density housing development, given the predominance of residential zoning in the area. In addition, the study found that the B-1 zone near the existing bridge would become more attractive for commercial development. If the relocated Pawtucket Boulevard project is constructed as proposed, the largest remaining undeveloped parcel within the study area will be utilized for compensatory flood storage.

Construction of a new river crossing in this area will require the design of a ramp system on the east side of the river. This provides an opportunity for the Town to work with the state transportation agencies to formulate a plan for providing public access to the river and for constructing a riverwalk. The state transportation agencies should consider funding these efforts as possible appropriate mitigation for the River Crossing project. The State could acquire the necessary rights-of-way as part of the overall property acquisition for the river crossing project.

The Town should also work with MassHighway in terms of formulating relocation plans for any businesses that may be displaced by the River Crossing project or the relocation of Pawtucket Boulevard. The relocation of these businesses to a suitable site within the Town Center should be encouraged. For instance, the convenience store could potentially be relocated to the Shur-fine building that is currently for sale.

The town's Master Plan recommended that this area be studied as a possible location for creating a mixed-use overlay district. The Economic Development Committee concluded that this is not feasible due to the lack of water and sewer infrastructure, and the fact that there is very little available land suitable for development in the area. Instead it is recommended that the town modify its zoning to accommodate the creation of a neighborhood commercial/service node along Pawtucket Boulevard, between Frost Road and what will be the intersection with the relocated Pawtucket Boulevard. Such an area would attract the types of businesses that would serve the needs of the neighborhood, such as a bank, convenience store and dry cleaner.

C. Middlesex Road Study Area

Middlesex Road serves as the primary gateway into Tyngsborough from both the north and south. Although land uses along the corridor are principally industrial and commercial, the study area also contains some outstanding views of the Merrimack River. Of the five study areas, Middlesex Road provides the most diverse mix of commercial and industrial uses, ranging from the concentration of restaurant and retail shops at the northern end of the corridor, to the collection of stores in the vicinity of the Town Center area, to the vacant Hussey Plastics plant in the southern end of the corridor. There are many varieties of condominiums located throughout the corridor as well, including office, townhouse, garden-style and garage-type units. Even though there is a significant cluster of retail establishments near the Nashua line and the beginnings of a commercial node in the Town Center, commercial activity along the remainder of the corridor is fairly limited. In

addition, many of the industrial properties located along the corridor are either limited in scope or vacant.

The study area is comprised of 164 parcels comprising 712.06 acres. An analysis of parcel level data shows that 67.3% of the parcels are zoned for commercial use. However, these parcels comprise 39.3% of the acreage within the study area. Approximately 28.4% of the parcels within the study area are zoned for industrial use. Collectively, these parcels represent 60% of the total acreage within the study area.

Presently, there are approximately 30 parcels throughout the study area, comprising 270.17 acres, which lie within two different zoning districts. The majority of these parcels (14) are split B-3/I-1, including two of the largest remaining developable vacant parcels along the corridor: 324 Middlesex Road (15.86 acres) and 406 Middlesex Road (25 acres). In addition, other developed parcels are split zoned as R-1/B-3. Examples include: 383 Middlesex Road (42.53 acres), currently used as a mini-golf and recreation facility; and 347 Middlesex Road (11.09 acres), home of the Tyngsborough Garden Center. Properties such as these are likely to be redeveloped at some point in the future as a more intensive commercial or business use. The zoning classification of such parcels should be modified to provide consistency, to be compatible with adjacent properties, and to ensure the highest and best use of the property.

As the gateway to Tyngsborough, future planning efforts for this area should focus on creating cohesive, concentrated commercial nodes along the corridor. Each node should be designed so that structures are similar or compatible in terms of type, quality, design and character. In addition, the community should work to support development of its undeveloped industrial zoned parcels and to promote the reuse of vacant industrial properties.

One of the competitive advantages that Tyngsborough has over New Hampshire is the Commonwealth's comparatively favorable meal tax rate. Therefore, the Town should focus on promoting the northern portion of the Middlesex Road corridor as a highly desirable location for the food service industry. As discussed below, the construction of sewer infrastructure would be advantageous in terms of attracting this type of "Restaurant Row" style development.

Infrastructure and Transportation Issues

Future development of the corridor will be impeded by the lack of available sewer infrastructure north of Old Tyng Road. Furthermore, there is a need for water service in the northern end of the corridor between Applewood Plaza and the intersection of Farwell Road and Locust Avenue. In addition, there are traffic and safety issues that will need to be addressed as the area continues to grow. A recent traffic and safety study completed by the NMCOG identified the need for traffic improvements at the following locations: Middlesex Road at Kendall Road (Route 113); Middlesex Road at TJ Maxx Plaza; and Middlesex Road at the Route 3/Exit 36 ramp intersection.

In the future, other transportation issues will impact the corridor. While the location of a second permanent river crossing has not been decided, the two preferred alternatives being brought forward into the environmental review process are within this study area.

Alternative 5/6 would be located just south of the existing Tyngsborough Bridge. The west terminus of the approach roadway begins east of Potash Hill Road off Westford Road, tracks between the summit of Potash Hill and the Center Crest condominium complex, spans Middlesex Road, the railroad, and the Merrimack River at a 90-degree angle. The Alternative 14 alignment is located in the northern end of the corridor, in the vicinity of the Pheasant Lane Mall, and would connect the Exit 36/Route 3 ramp with Frost Road.

The New Tyngsborough Bridge Transportation Study, completed by MassHighway in February 2002, evaluated the potential land use and development impacts of each of the fourteen alternatives initially investigated. In terms of Alternative 5/6, the study found that on the west side of the river commercial and industrial uses would be attracted to the new bridge access road. The land in this area is already appropriately zoned to accommodate such uses. The study further noted that there may be a need to reconfigure some parcels and to modify the zoning to account for land taken for the construction of the access road. For example, the B-1 zone located south of the proposed access roadway at Westford Road may need to be re-zoned to I-1 in order to be consistent with adjacent parcels. Relative to Alternative 14, the study found that approximately five undeveloped parcels east of the Pheasant Mall parking lot would be affected. The new access road is anticipated to have a moderate impact on commercial and industrial development within this part of the study area, as immediate access to Route 3 already exists.

The Nashua Regional Planning Commission (NRPC) has unveiled a plan to add a southbound off-ramp from Route 3 at Exit 36. Clearly, such a project would impact traffic operations within the entire interchange area. The Town should work closely with MassHighway, NRPC, New Hampshire Department of Transportation (NHDOT), and NMCOG to ensure that future plans for this area also meet the economic development and transportation needs of the Town of Tyngsborough.

Presently, there is no public transit service provided along the Middlesex Road corridor. With the development of two large 40B residential projects in the vicinity of Old Tyng Road, there will be a demand for such service. Connecting this new residential area with the Town Center, the Town Hall/Library, and the many businesses along the corridor will benefit the community from both an economic development and transportation perspective.

There are no sidewalks or pedestrian amenities throughout most of the corridor. As growth and development continues, there will be a need to provide sidewalks and pedestrian connections. This need will be most immediate and pressing in the southern end of the corridor where two large residential developments are now under construction.

Establishment of a Corridor Overlay Zoning District

During the plan development process, the Economic Development Committee expressed concern regarding the potential community character and visual impacts of economic

growth and development along the corridor. After discussing measures used in other communities to address similar concerns, the Committee supported the establishment of a Corridor Overlay District along Middlesex Road from the Chelmsford line north to the intersection of Westford Road, and from Bryants Lane north to the New Hampshire state line, as shown on Map 8. The corridor overlay would apply to all residential, commercial and industrial properties along the corridor, and its purpose would be to supplement the underlying zoning districts with standards that are specific to and appropriate for this particular area of Tyngsborough. The Corridor Overlay District would be directed at enhancing the visual quality of the corridor that serves as the primary gateway to Tyngsborough.

The landscape and visual quality of the community provides a sense of pride and sets it apart from other places. Special views and vistas, such as those of the Merrimack River that can be found along the Middlesex Road corridor, contribute significantly to the quality of life, add to the value of property, and enhance the desirability and livability of the community. The quality of development can drastically affect the experience of visitors and residents. In order to protect the views of the Merrimack River, it will be necessary to adopt zoning bylaws and site plan review regulations that recognize the importance of these distinctive views. One way in which this can be accomplished is by allowing a density bonus or by permitting greater density on selected portions of a lot in exchange for protecting an identified view. A reduction in side yard and set back requirements may also be permitted when the reduction would result in maintaining or providing better views from the roadway or adjoining property.

In protecting eye level or ground level views, such as those along the river, it is important to control building height and spacing, as well as the placement of fences, shrubs and trees. Buildings along a shoreline, placed so as to create a solid wall effect, not only obstruct views of the river, but also adversely affect the shoreline's visual quality from the river. While the Corridor Overlay bylaw may control the height and location of structures, the only way to assure that a view is properly protected is through good site planning and administrative review.

The objectives of the Middlesex Road Corridor Overlay District are to:

- Enhance the quality and compatibility of development along the corridor;
- Encourage appropriate redevelopment of vacant, underutilized, and blighted property;
- Promote safe and efficient vehicular and pedestrian movement along the corridor;
- Encourage innovative development projects that utilize appropriate design, and incorporate suitable landscaping and amenities;
- Preserve and enhance the streetscape and scenic vistas, and maintain the character of the corridor, particularly along southern portions of the corridor where agricultural lands and river vistas remain; and
- Maintain the scenic, cultural and historical character of the corridor, particularly distinctive vistas of the river and remaining pockets of agriculture.

Map 8: Middlesex Road Proposed Corridor Overlay District

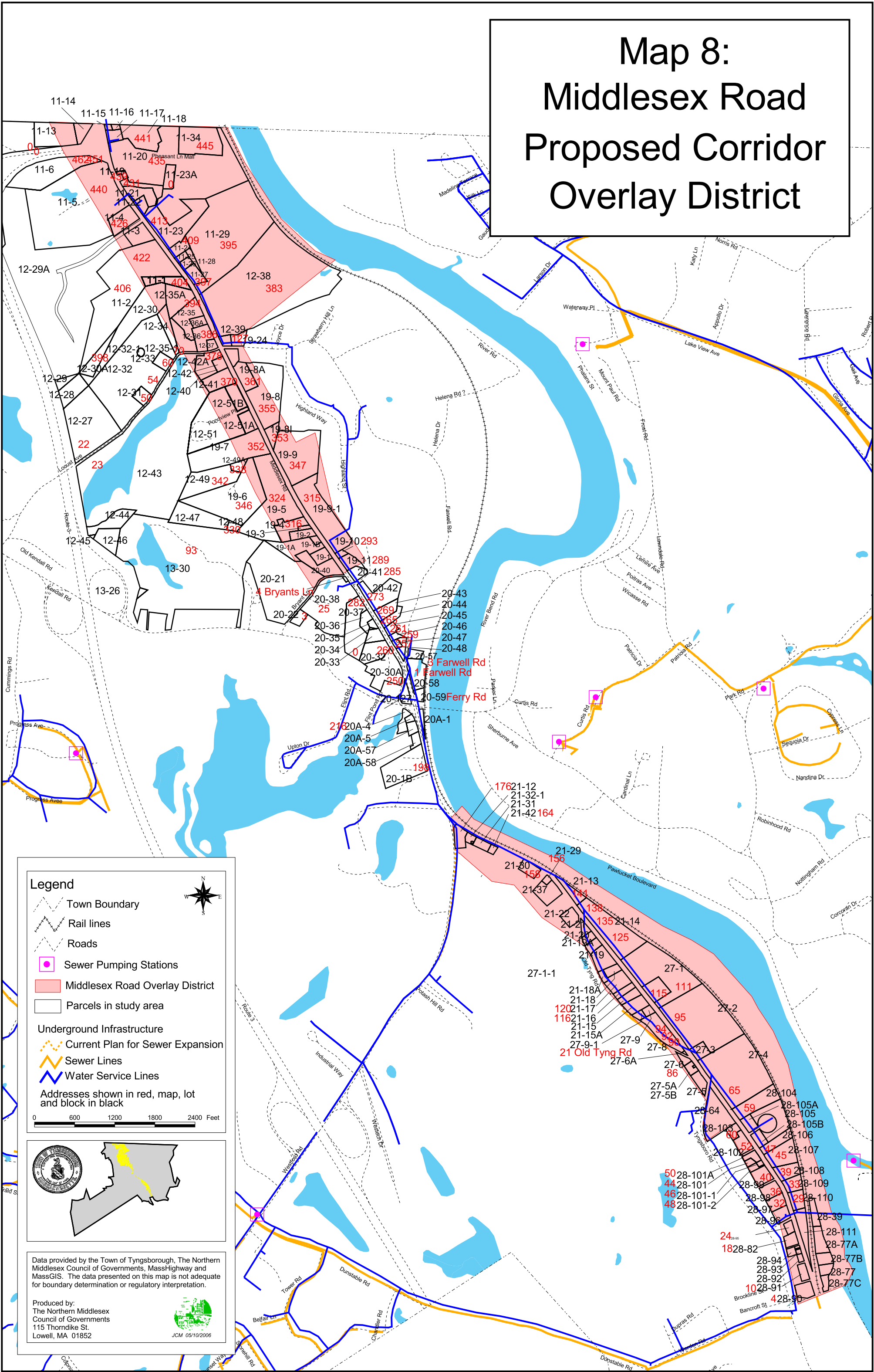




Photo 2: View of the Merrimack River and the Tyngsborough Bridge from Middlesex Road

In order to achieve these objectives, it is recommended that the town develop design guidelines that include consideration of the following:

- Minimize the number of building signs and directional signs to avoid repetition and visual clutter.
- Parking areas should consist of separated parking fields that are aesthetically pleasing, landscaped to screen views and located so as not to be the dominant feature along the roadway.
- Parking structures and lots should be designed to contribute to an attractive appearance of the streetscape, and provide safe pedestrian access. To promote pedestrian awareness, the use of alternative paving materials is strongly encouraged to clearly delineate pedestrian traffic areas.
- A shopping center, office complex or similar group of buildings should be arranged in such a manner as to minimize the impact of vehicle parking areas along the roadway with buildings fronting the roadway and parking located towards the center of the development away from the roadway.
- Long, monotonous designs, including those characterized by unrelieved repetition of shape or form, or by unbroken extension of line, should be avoided.
- A reduction in the parking requirement should be given for those applicants that can provide data and documentation that indicates that parking demand is less than that required under the current bylaw. Shared parking may be used to reduce the number of required spaces. A minimum of 1.5 parking spaces per residential unit should, however, be required.

- The proposed architectural character, landscaping, scale, massing, and materials of the structure or building, and the exterior lighting should be compatible with the design guidelines that are to be developed by the town. Consideration should be given to compatibility with adjacent properties.
- A landscaping plan for each project within the district is essential for the visual enhancement of the corridor, and to protect and promote the appearance, character and economic value of land along the corridor. Natural landscape forms utilizing native species that minimizes maintenance should be encouraged.
- Sidewalks should be required for all portions of a parcel that front along a public roadway.
- The Overlay Bylaw should provide some flexibility in the siting of buildings and other structures in order to protect river views.
- The means of access to individual parcels should be that which effectively minimizes the creation of new intersections and individual site access locations along the corridor, thereby preserving roadway capacity and enhancing safety. The use of shared entrances/exits should be encouraged.

D. Kendall Road and Cummings Road Study Area

The Kendall Road/Cummings Road study area extends along Kendall Road from the intersection of Middlesex Road westerly to the Dunstable town line. The study area also extends to the south, on the west side of Route 3, and incorporates the Cummings Road/Progress Avenue area, including the site of the Charles George Landfill. Much of the area is zoned I-1 and B-2, with the exception of the following areas which are zoned R-1: along the northern side of Kendall Road from Route 3 west to Business Park Drive; along the southern side of Kendall Road from Cummings Road west to the Dunstable town line; and along the westerly side of Cummings Road.

The Route 3 investment by MassHighway has increased the property values in the area and access to the Park and Ride facility, once completed, will increase the utilization of this interchange. The industrial properties along Progress Avenue reflect high-quality industries that should be replicated in future industrial parks. There are some limited commercial sites that serve residents and employees in the area.

There are 117 parcels within the study area, comprising 464.14 acres. Less than 25% (24.4%) of the parcels in this area are zoned principally for commercial use, representing only 12% of the total acreage. On the other hand, the areas with industrial components comprise 62.3% of the total acreage and represent 42.9% of all parcels.

Water service is available along Kendall Road between Middlesex Road and Upton Drive, and along the southwestern portion of Cummings Road. Sewer is only available along Progress Avenue and the southwestern end of Cummings Road. Providing infrastructure improvements in this area will be key to the future viability of developing the remaining large tracts of industrial land that lie east of Route 3 along Kendall Road.

Future development in this area will include commercial activity in the interchange/Park and Ride area, as well as increased investment near the Town Center. To the extent possible, industrial and commercial uses should exist side-by-side, while residential uses should be generally separated from industrial uses in order to minimize conflicts. In particular, the Town should look at rezoning some of the residential parcels to business along the main corridors – Cummings Road and Kendall Road.

Zoning Issues

As recommended in the Town's Master Plan, the Economic Development Committee was initially interested in creating an I-2 zone in the Cummings Road area or in the vicinity of the Route 3/Exit 35 interchange. Given the lack of available sewer and water infrastructure, the Committee concluded that an I-2 zone is not feasible, nor appropriate, within this study area. Instead, the Economic Development Committee decided to recommend that the I-2 zone be eliminated from the Town's zoning bylaw, and that the uses allowed within the I-1 zoning district be expanded to include certain uses that would have been allowed by right within an I-2 district. The recommendation to eliminate the I-2 zone and to distribute the acceptable allowable uses within the I-1 zone will ensure that this area does not get inundated with heavy industrial uses that conflict with the residential properties in the area.

The westerly side of Cummings Road is presently zoned for residential use. Rezoning this area to allow for commercial uses will serve to resolve future potential conflicts and provide support services for the industrial and office establishments located along Progress Avenue, as well as for neighborhood residents.

Kendall Road east of Bryants Lane is zoned B-2. The Town will need to be vigilant to ensure that uses proposed in this area are in keeping with the historic character of the Town Center.

Transportation Issues

Cummings Road is currently in poor condition and of inadequate design to accommodate future growth and development. The roadway should be reconstructed to meet present day design and safety standards, incorporating pedestrian and bicycle accommodations. Traffic conditions at the intersection of Cummings Road and Kendall Road should be further evaluated and periodically monitored to determine whether the intersection meets traffic signal warrants.

It is anticipated that the Park and Ride lot along Kendall Road will open by the end of the summer. The Town should work with the LRTA and the Massachusetts Executive Office of Transportation (EOT) to provide bus service between the lot and the Gallagher Terminal/Lowell Commuter Rail station.

E. Westford Road Study Area

The Westford Road Study Area extends along the northern portion of Westford Road from the Town Center southwest to the intersection of Westford Road and Swan Road. The study area contains 60 parcels comprising 614.60 acres and is a mix of B-2, B-3, I-1, R-2, and R-3 zoning districts. The area surrounding the Route 3 interchange is primarily zoned I-1, although the area adjacent to the Route 3 southbound ramps is zoned R-2. The industrial component dominates this area, comprising 76.2% of the total acreage. While the commercial component has a similar number of parcels, it comprises less than 10% (9.3%) of the total acreage.

Westford Road provides a contrast between the industrial properties near the Route 3 intersection and the commercial properties close to the Town Center. The investment by MassHighway in the widening and reconstruction of Route 3 has increased the value of properties along Westford Road near the interchange. The commercial component is comprised largely of the shopping center and retail stores on the west side of the Route 3 interchange area and the small number of stores/shops in the Town Center area. The industrial component is comprised of an extensive number of industrial condominiums at Westech Drive and other semi-industrial parks on Industrial Way and Potash Hill Road. The properties along Potash Hill Road about the Sycamore Networks property on Middlesex Road. There are a number of industrial properties for sale or rent in the area.



Photo 3: Entrance to the Sycamore Networks parcel at Westford Road and Potash Hill Road

There will be increased investment in commercial properties adjacent to the Route 3 interchange, as well as an upgrade of the industrial properties in the area. While Westech Drive addresses an industrial niche that is unmet anywhere else in Tyngsborough, future industrial properties should be modeled after the Progress Avenue industrial park. There

will be increased demand for commercial properties to address the needs of the industrial workforce, as well as the residential units in the area. The further development of the commercial node in the Town Center would help strengthen both Westford and Middlesex Roads as a destination spot for residents and visitors alike.

Currently, there are some uses, such as the self-storage facility, that do not represent the highest and best use of land located next to a highway interchange. The town should promote this area for higher uses, such as office park development, commercial complexes, or a major hotel. However, the lack of sewer infrastructure north of Flint's Corner will be a hindrance to these efforts. The Town should take advantage of a possible future opportunity to work with the Gutierrez Company to bring sewer to this area, should the company decide to develop the former Sycamore Networks parcel.

The area contiguous to the southbound Route 3 ramps is currently zoned for residential use (R-2) which may potentially be in conflict with the industrial and commercial uses along the remainder of the corridor. Furthermore, residential use does not represent the highest and best use of land located adjacent to a limited access highway. Rezoning of this land as a B-3 zone would encourage additional commercial development, provide support services for companies located in the area, and provided services for local residents.

The Wyndbrook housing complex and the Town's new Senior Center, located near the intersection of Westford and Swan Road, are currently under construction. Once completed, the residents of the complex will need to walk to the nearby businesses at Flint's Corner Plaza. Sidewalks and pedestrian accommodations will be needed in the area between Wyndbrook and the plaza to address safety concerns associated with the new senior residents. Furthermore, the Council on Aging and the Town will need to work with the LRTA to ensure that adequate transit service is provided to these new facilities.

F. BU/Sycamore Networks

The BU/Sycamore Networks study area includes the property owned by Boston University, as well as the property owned by Sycamore Networks. The study area generally includes much of the land that lies between Old Tyng Road and the northerly end of Westford Road, and consists of three parcels comprising 397.67 acres. The western portion of the study area is zoned I-1, while the eastern portion is zoned R-1.

Infrastructure Issues

Sewer service is available nearby on Old Tyng Road, but has not been extended to these properties. The Tyngsborough Sewer Commission has received the necessary environmental clearances to extend the existing sewer line to the Sycamore Networks parcel via Middlesex Road and Westford Road. Recently, the Gutierrez Company acquired an option on the Sycamore Networks parcel and has reopened discussions with the state environmental permitting agencies relative to the possibility of extending the sewer line cross country from Old Tyng Road to the site.

Should the Gutierrez Company decide to go forward with plans to develop the former Sycamore Networks parcel, the Town will have an opportunity to bring sewer to this area, which will also benefit parts of the Middlesex Road and Westford Road Study Areas. Furthermore, the Town will need to work with the Tyngsborough Water District and the development community to address the need for water service in this area.

BU Corporate Training Center Property

The presence of BU's Corporate Conference Center in Tyngsborough should be a means to attract more businesses through a partnership between the Town and Boston University. The future of this 177-acre property will have an impact upon the community and could complement the development of the former Sycamore Networks property. Currently, the property is zoned for residential use. Rezoning of the property to accommodate technology type businesses that would benefit from access to the training facility would have economic development benefits to the community. At a minimum, the town should negotiate a first-right of refusal should the property owners decide to sell a portion or all of the property. To generate additional revenue, the town could also consider the possibility of negotiating PILOT payments.

The Town should explore forming a promotional partnership with Boston University. Under this partnership, the town would agree to promote the corporate training center as a way of attracting visitors who would patronize local businesses. In turn, the University would agree to provide its students and corporate clients with information regarding local shopping, dining and service establishments.

Economic Target Area Status

The combination of the Sycamore Networks parcel and the BU parcel (with rezoning) should make Tyngsborough eligible as an Economic Target Area (ETA) under the Economic Development Incentive Program (EDIP) as the area would meet the State's concept of a High Technology Center under subsection j. Not only would there be industrial and/or commercial land to develop in order to create jobs, there would also be a training facility to attract high technology firms from across the Merrimack Valley to address common issues. Furthermore, the Sycamore Networks parcel and Hussey Plastics property could become eligible as Economic Opportunity Areas (EOAs), which would make these parcels more attractive economically for a high technology firm or developer. Approval as an ETA would make state brownfields assessment funds available from MassDevelopment, which could address other problem areas in the community.

G. Model Design Guidelines

The architectural treatment of building structures, including materials and style, should be compatible with the town center's historic architectural character and context. The town should consider developing design guidelines to provide guidance for development projects within the Town Center and along the Middlesex Road corridor. These design guidelines should address architecture, landscaping, lighting, streetscape, screening,

parking and signage. The adoption of such standards would enhance the visual cohesion and identity of the town center and the Middlesex Road corridor, and could be applied in the context of site plan review for certain types of development. It was recommended that the Planning Board, in consultation with the Historical Commission, develop the design guidelines, and make them available to prospective developers and property owners early on in the project design and development phase.

In the Center, adaptive reuse of historic buildings, rather than razing and rebuilding, should be encouraged as a way of preserving the Town's character. Like most town centers, Tyngsborough Center is not the product of any one historical era, but reflects architectural styles that were built over a period of two hundred years. The challenge for the town is to maintain this unique New England character while allowing the area to continue to grow and thrive in the future. New construction and renovation should respect the older architecture, retaining whatever visual and structural integrity is possible. New buildings should be compatible with existing design, height and siting patterns, with parking to the rear and with frontage directly on the sidewalk, wherever feasible. When converting residential buildings to commercial use, the architectural character of the building should be maintained.

Developers should be encouraged to consider the style and size of nearby structures when dealing with the scale and character of new structures. The Town might want to give developers suggestions, in terms of desired building materials (e.g. wood clapboards, brick, stone, wood trim, and shingled roof) and those materials that should be avoided (e.g. synthetic stucco, metal siding, and metal roof). The Town's Master Plan expresses a desire to avoid the undesirable appearance of strip mall type development along the Middlesex Road corridor. Therefore, large buildings should be broken into smaller bays or wings in order to convey an appearance of properly scaled facades. Landscaped buffers between the street and parking areas should be encouraged.

The Master Plan discusses the need to treat the southern end of Middlesex Road as the Gateway to Tyngsborough. Orderly streetscape patterns, appropriate building forms, materials, and details, appropriately sized signs and adequate landscaping can assist in improving and enhancing the visual quality of this area. Well-designed, landscaped parking areas can also help improve the quality of the many commercial areas along the corridor. Wherever possible, parking areas should be located to the rear or side of the lot.

The availability of the design guidelines will make the permitting process more expedient, thereby saving time and money for the development community, as well as the town. Equally important, the guidelines will assist in ensuring that projects are designed in a fashion that preserves the character of the community. The design guidelines can be applied to new construction, additions, and alterations.

IV. Recommendations

A. General Recommendations

The general recommendations address specific issues not related to any specific geographic area that need to be considered in order to move forward on the Study Area recommendations. These recommendations include those related to identifying the economic development tools available to the community, addressing public infrastructure issues related principally to water and sewer, establishing a supportive organizational framework with town staff, improving the permitting process, and developing design guidelines for the Town Center and Middlesex Road.

Economic Development Tools

There are numerous economic development tools available to the Town of Tyngsborough that can be utilized to encourage economic growth. As outlined in the *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2004-2008* developed by NMCOG, Tyngsborough is one of nine Greater Lowell communities made eligible for economic development funds from the EDA of the U.S. Department of Commerce through the approval of the CEDS document. However, given its relatively low unemployment rate and higher per capita income, the Town won't be able to access these funds until there is a significant economic event, such as a major layoff or population loss. Yet, the Town will still benefit through the expenditure of EDA funds in other nearby communities through the jobs that will be created and are available to the entire region.

As mentioned on page 58, the Commonwealth of Massachusetts has also established the EDIP, which many communities in the region have taken advantage of. This program is administered by the Massachusetts Office of Business Development (MOBD) and is overseen by the Economic Assistance Coordinating Council (EACC). The EDIP reflects a partnership between the local community, private business and state government in order to create jobs, expand the local tax base and bring new revenues into the Commonwealth. Under this partnership, the local community works closely with the private business on a three-step process: establishing the ETA, identifying and establishing EOAs and approving Certified Projects within the specific EOAs.

The Town of Tyngsborough would establish the ETA, which is defined as three or more contiguous census tracts in one or more communities that meet one of nine statutory criteria for economic need. These criteria include common factors such as median household income, poverty rate, unemployment rate or commercial vacancy rate. In the case of Tyngsborough, the most achievable criteria will be subsection j: "the area has sited within it a development project of at least 200 acres to be used for the establishment of a regional technology center with the capability of supporting the build-out of 3,000,000 square feet of commercial or industrial space". During the last few years, the extension of the ETA from Haverhill to Newburyport, the ETA in Dracut and the ETA in Bedford were approved based upon this criterion. Once the ETA is approved by the Board of Selectmen,

Town Meeting and the EACC, the community can establish one or more EOAs and the community becomes eligible for brownfield assessment funds from MassDevelopment.

EOAs can be designated by the Town within the ETA for a period from 5 to 20 years and are targeted for areas that conform to the definition of a “blighted open area”, “decadent area”, or “substandard area” as defined by Massachusetts law. The EOAs are generally activated through Certified Project Applications, which are developed by the business or developer. Within the Certified Project Application, the proponent outlines either a special tax assessment or Tax Increment Financing (TIF) as its municipal tax incentive. The special tax assessment is a phased-in assessment of the total value of the project property, while the TIF is a 5-20 year property tax exemption based on the increased value of the property. (A chart that illustrates the TIF benefits has been included on page 76.) Additional state tax incentives are available, including a five-percent investment tax credit for qualifying tangible, depreciable assets and a ten-percent abandoned building tax deduction. The EOAs and Certified Project applications need to be approved by the Board of Selectmen, Town Meeting and EACC as well.

The types of economic development tools available to the Town of Tyngsborough and its five project areas vary by location. As a non-entitlement Community Development Block Grant (CDBG) community, Tyngsborough is eligible to apply for CDBG funding on a competitive basis from DHCD in order to address its economic and housing situation. (Note: Entitlement communities under CDBG work directly with the U.S. Department of Housing and Urban Development (HUD) and receive an annual grant allocation.) These funds must address specific problems faced by low and moderate-income families and individuals and, due to the Town’s more favorable economic conditions, it is in a less competitive situation than other communities.

In addition to the economic development programs already mentioned, there are various infrastructure programs available from the U.S. Department of Agriculture Rural Development (USDA Rural Development) that the Town could qualify for. Other economic development programs at the state level include the District Improvement Financing (DIF) program and historic tax credits. Under the DIF program, public improvements associated with private investments may be paid for through future taxes attributable to the investment. Under the historic tax credits, property owners may receive up to 20% of the renovation costs to a historic structure in tax credits as a means to encourage investment in these properties.

Although there are technical resources available at DHCD, such as the Commercial Area Revitalization District (CARD) and the Massachusetts Downtown Initiative (MDI), there are no funding resources attached to these programs. Non-profit funds, such as those associated with the Main Street Program, are generally available through MOBD, so long as there is a non-profit entity available to manage the funds and implement the program.

Tyngsborough’s tax rate for FY 2006 was \$11.60 per thousand dollars valuation for all classes of property. This single-tier tax rate has been instrumental in attracting businesses,

and has given the town a competitive advantage over similar communities that have adopted tax classification. This single tax rate should be maintained.

The availability of an adequate and affordable housing supply is essential to attracting businesses to the community. The most recent housing study for the town was completed in 1998. A new housing study should be undertaken which includes updated school enrollment projections that consider the impacts of housing production on the school system and the town's finances.

In the future, the Tyngsborough Economic Development Committee should consider producing a general-purpose promotional brochure with a long shelf life. Information and data that changes frequently could be included on slip-sheets or inserts. The publication should include information on market access, work force characteristics, business costs and incentives, business climate, infrastructure, and quality of life issues.

Infrastructure Issues

The lack of infrastructure represents the greatest challenge to encouraging economic investment in Tyngsborough. The town needs to work with the Sewer Commission and the Tyngsborough Water District to plan for future infrastructure development as a means of encouraging and directing future growth in priority locations. Information from each of the Study Areas should be reviewed and a determination needs to be made at the municipal level as to what areas are most important to the Town's economic future.

The financing of infrastructure improvements does not have to fall totally on the municipal budget or the users. Other financing mechanisms, such as the infrastructure programs under the USDA Rural Development and the DIF financing, should be considered. The developers also have a role to play in financing the infrastructure improvements.

Organizational Framework and Professional Staff

The Town should review options related to the establishment of an Industrial Development Finance Authority (IDFA) or Economic Development and Industrial Commission (EDIC) to develop additional bonding options for industrial development. Professional capacity is needed at the municipal level to provide guidance to the town boards and to be available to prospective development interests. At a minimum this includes a town planner and town engineer. The town should also consider hiring a highway superintendent who could handle issues related to transportation infrastructure. Typically, a town planner can generate sufficient grant monies to cover his or her salary. The town engineer's salary can be at least partially covered through peer review fees paid by developers. Without this professional assistance, the Town must rely on its overworked volunteers to complete the job.

Currently, there are many mixed-use properties in town that include small business uses within a residence. The Assessor's Office does not have adequate resources to provide the staff necessary to conduct field surveys of these properties. As a result, it is likely that the

Town is not maximizing the tax revenues that could be collected. Hence, it is recommended that additional personnel be provided to conduct the needed surveys. The cost of this position would likely be recouped through the additional collected tax revenues.

Improved permitting process

The town should work to develop a process directed at improving the efficiency of the permitting process. Having a town planner or engineer to direct this process would be helpful. Town staff (planning, conservation, public safety, highway department, building department) should meet to review each development application and identify the outstanding permitting and design issues related to the project, and determine where there may be conflicts between the various boards in terms of design issues and mitigation.

The Town's rules and regulations should be periodically reviewed to ensure that they are current and streamlined to the greatest extent possible. This review would include the Zoning Bylaw, General Bylaws, local wetlands regulations, and special permitting rules and regulations. Some communities establish a By-law Review Committee to review all local bylaws on a 3-5 year basis, and then make recommendations for revisions to the appropriate town boards and commissions. It is then the responsibility of each individual board or committee to decide whether the proposed revisions are appropriate, and to advance the changes to Town Meeting for adoption.

Design guidelines for the Town Center and Middlesex Road

The town should develop design guidelines for the Town Center and Middlesex Road that will work in concert with the Town Center Overlay District and the Corridor Overlay Bylaw. These guidelines would address issues such as architecture, landscaping, signage, and lighting and are intended to visually improve the appearance of these areas. This should also make the permitting process go more smoothly for the developer.

B. Study Area Recommendations

In addition to the general recommendations, we have summarized specific recommendations for each of the five Study Areas: Middlesex Road, Westford Road, East Tyngsborough, Kendall Road and Cummings Road, and BU/Sycamore Networks, which are outlined as follows:

1. Middlesex Road Study Area

Middlesex Road serves as the primary "gateway" into Tyngsborough from the south and north. While land uses along the roadway are principally industrial and commercial, the corridor also contains some outstanding scenic views of the Merrimack River. The Town's efforts to accommodate economic growth and development along the corridor should be conducted in a fashion that protects the river views that make Tyngsborough unique, contribute to the quality of life for its residents and visitors, and add to the economic value of property.

Middlesex Road provides the most interesting stretch of commercial and industrial properties from its emphasis upon restaurant and retail shops in the northern portion to the collection of stores in the Town Center area to the abandoned Hussey Plastics plant and the undeveloped Sycamore Networks property in the southern portion. There are also probably more varieties of condominiums – office, townhouse, garden-style and garage – than anywhere else. While there is a cluster of retail operations near the Nashua line and the beginnings of a Town Center commercial node, there is fairly limited commercial activity along Middlesex Road. Similarly, the industrial properties along this route are either limited in scope or vacant.

An analysis of the zoning in the Study Area shows that while the commercial components comprise 67.3% of all parcels, they only account for 39.3% of the total acreage in the area. The industrial components, however, only have 28.4% of the parcels, but 60% of the total acreage. While zoning can be viewed as the intent of the community, market forces often determine what actually gets built. As the “gateway” to the community from the north and south, Middlesex Road should be more focused as a commercial corridor, while also working to support development of its vacant industrial parcels. The future composition of this study area will depend to a large extent on what happens to the properties currently owned by Boston University and the Archdiocese.

The following actions are recommended:

- **Create a Corridor Overlay District along Middlesex Road from the Chelmsford Town line north to the intersection of Westford Road, and from Bryants Lane north to the New Hampshire line.** The Corridor Overlay District would supplement the underlying zoning districts and be directed at enhancing the visual quality of the corridor and protecting views of the Merrimack River. As part of the town’s effort to develop the Corridor Overlay District Bylaw, the desirability of protecting the remaining pockets of agriculture that lie along the southern portion of the corridor should be investigated. If the town decides this land should be developed, the bylaw should ensure that development is designed in a fashion sensitive to the unique character of these parcels. This landscape is an important part of the community’s heritage and this portion of the corridor serves as the southern gateway to Tyngsborough.
- **Work with the Tyngsborough Water District to address the need for water service in the northern end of the corridor between Applewood Plaza and the intersection of Farwell Road and Locust Avenue.** The addition of water service to this area would complete the water infrastructure along the corridor, thereby enhancing the marketability of properties in this area.
- **Address the lack of sewer infrastructure that exists throughout most of the study area.** The Tyngsborough Sewer Commission should develop a plan, formulate a funding strategy, and devise an implementation schedule for addressing

the need for sewer infrastructure along the corridor, from Old Tyng Road north to the New Hampshire line.

- **Address Traffic Operations and Safety Issues.** A recent traffic and safety study completed by the NMCOG identified the need for traffic improvements at the following locations: Middlesex Road at Kendall Road (Route 113); Middlesex Road at TJ Maxx Plaza; and Middlesex Road at the Route 3/Exit 36 ramp intersection. The town should work with MassHighway to address the Middlesex Road/Kendall Road intersection issues in conjunction with the improvements to the existing Tyngsborough Bridge and the design efforts for the second river crossing. The Nashua Regional Planning Commission (NRPC) has unveiled a plan to add a southbound off-ramp at Exit 36. Clearly, the project would impact traffic operations within the entire interchange area. Furthermore, should the northern alternative at the Pheasant Lane Mall be chosen as the appropriate location for a second Tyngsborough river crossing, there would be a need to reconfigure the roadway infrastructure in the area to accommodate the additional traffic. The town should continue to work closely with MassHighway, NRPC, NHDOT, and NMCOG to ensure that future plans for this area also meet the economic development and transportation needs of the Town.
- **Address parcels with split zoning.** Presently, there are 30 parcels throughout the study area, comprising 270.17 acres, which lie within two different zoning districts. The majority (14 parcels) of these are split B-3/I-1, including two of the largest remaining developable vacant parcels along the corridor: 324 Middlesex Road (15.86 acres) and 406 Middlesex Road (25 acres). In addition, other developed parcels are split zoned as R-1/B-3. Examples include: 383 Middlesex Road (42.53 acres), currently used as a mini-golf and recreation facility; and 347 Middlesex Road (11.09 acres), home of the Tyngsborough Garden Center. Properties, such as these, are likely to be redeveloped at some point in the future as a more intensive business or commercial use. The zoning classification of such parcels should be modified to provide consistency, to be compatible with adjacent properties, and to ensure the highest and best use of the property.
- **Promote and market the northern portion of the corridor as “Restaurant Row”.** One of the competitive advantages that the Tyngsborough has over New Hampshire is the state’s comparatively favorable meal tax rate. The town should continue to promote the northern section of the road as a highly desirable location for the food service industry. Construction of sewer infrastructure in this area would provide additional benefit in terms of attracting this type of development.
- **Create public access to the Merrimack River.** The Town should work toward acquiring land along the River in order to provide public access for active and passive recreation utilizing CPA monies or other possible funding sources, including state Self-Help monies. This action helps to improve quality of life and create balance between growth and development and environmental interests of the community.

- **Implement public transit improvements.** Presently, there is no public transit service available along the Middlesex Road corridor. The Town should work with the LRTA to implement fixed route transit service along the corridor. With the development of two large residential 40B projects in the vicinity of Old Tyng Road, there will be increased demand for such service. Connecting these residential areas with the Town Center, the Town Hall/Library, and the many businesses along the corridor will benefit the community from both an economic development and transportation perspective.
- **Work closely with MassHighway as the design of the second river crossing advances to assess the project's potential land use and economic development impacts.** While the location of the second permanent river crossing has not been definitively decided, the Board of Selectmen have voted unanimously to endorse Alternative 5/6, located south of the existing bridge. The west terminus of the approach roadway begins east of Potash Hill Road on Westford Road, tracks between the summit of Potash Hill and the Center Crest Condominium complex, and spans Middlesex Road and the river at a 90-degree angle. The other option under consideration is Alternative 14 that connects the Exit 36/Route 3 ramp with Frost Road, in the vicinity of the Pheasant Lane Mall. *The New Tyngsborough Bridge Transportation Study*, completed by MassHighway in February 2002, evaluated the potential land use and development impacts of each of the fourteen alternatives initially investigated.

In terms of Alternative 5/6, the study found that on the west side of the river commercial and industrial uses would be attracted to the new bridge access road. The land in this area is already zoned to accommodate such uses. It noted that some parcels may need to be reconfigured and the zoning adjusted to account for the land taken for the construction of the access road. For example, the B-1 zone south of the proposed access road at Westford Road may need to be re-zoned to I-1 in order to be consistent with contiguous parcels.

The MassHighway study found that Alternative 14 would affect approximately five undeveloped parcels east of the mall parking lot. The new access road is anticipated to have a moderate effect on new commercial and industrial development within Tyngsborough, since immediate access to Route 3 already exists.

- **Provide pedestrian amenities and connections.** Presently, there are no sidewalks throughout most of the corridor. As growth continues, there will be a need to provide sidewalks and pedestrian connections. This need will be most immediate in the southern area of the corridor where two large housing complexes are now under construction. The town should develop a pedestrian and sidewalk plan for the area and work with future developers to implement the plan.
- **Establish Main Street Program.** The National Trust for Historic Preservation has administered the Main Street Program for more than twenty-five years and the

purpose of this program is to encourage local communities to utilize a volunteer Board and a paid Director to shape Main Street as they see it and to promote it as a destination point for visitors. More than 1,700 communities across the country utilize the Main Street model and these communities have generated more than \$17 billion worth of downtown investment and more than 60,000 new businesses have opened. Although no funding is provided, the Main Street program focuses upon four major strategies – design, organization, promotion and economic restructuring. While the City of Boston is best known for this program, other communities, such as Beverly, Salem and Lowell, have established this program.

Recommendations for the Town Center

The Economic Development Committee identified the following goals for the future development of the Town Center area: (1) create a vibrant pedestrian-friendly town center; (2) attract new investment and foster economic development; (3) create a pleasant and aesthetically appealing environment; (4) maintain the area's unique historic character; and (5) tie together the center with the area on the east side of the river near the intersection of Frost Road and Pawtucket Boulevard. In order to accomplish these goals, the following actions are recommended:

- **Create a National Register Historic District in the Town Center and encourage the sensitive reuse of historic properties.** In 2002, the Town Center was deemed eligible for the creation of an historic district. Listing on the National Register recognizes that the area is important to the history of the community, state or nation. The National Register Historic District designation provides limited protection from adverse effects by state or federal-involved projects, and provides owners of municipal or private non-profit properties with the opportunity to apply for 50% matching state grants through the Massachusetts Preservation Projects Fund. It also allows owners of income-producing properties certain federal tax incentives for rehabilitation work. If there is no federal or state involvement in a project, listing on the National Register does not in any way limit a property owner's handling of the property. As a long-term goal, the town may want to consider the formation of a local historic district. A local historic district is more restrictive to the property owner than a National Register District and must be established by a two-thirds majority vote of town meeting.
- **Create two commercial nodes in the town center on the west side of the Merrimack River.** The town's Master Plan recommends the creation of two commercial nodes in this area. The first node involves the historically sensitive reuse and development of properties within the town center. As a way of jumpstarting this effort, the Town should devise a plan for the reuse of the three municipal buildings in the center: the Old Town Hall, the Winslow School and the Littlefield Library.

The second node consists of neighborhood commercial style development in the vicinity of Westford Road and Middlesex Road. Land in this area is already appropriately zoned to accommodate this type of development (B-2 and B-3), but

much of the land is presently under the ownership and control of Notre Dame Academy. The town should open discussions with the school and archdiocese with regard to the future of this property, as is discussed further below.

- **Open a dialogue with Notre Dame Academy and the Archdiocese regarding the future of the Notre Dame property.** The Notre Dame property is a key parcel relative to the future development of the Town Center, as well as the Westford Road corridor. This point is made apparent in the item above regarding the creation of a commercial node at the intersection of Westford Road and Middlesex Road where much of the land is controlled by Notre Dame Academy. Furthermore, the portion of the parcel fronting Middlesex Road, contiguous to the Brinley Housing complex, could be very valuable to the Town in terms of meeting its future public housing needs. In addition, this front land, with its breathtaking view of the river, would also be an ideal location for a new town common at some point in the future. The property is entirely zoned for commercial and industrial use and holds tremendous economic development potential. At a minimum, the town should negotiate for a first right-of-refusal should the property owners decide to sell a portion or all of the property. As a way of generating additional tax revenues, the town should also consider the possibility of negotiating PILOT payments. Alternatively, the town may want to negotiate for the donation of the development rights for the property.
- **Provide pedestrian improvements within the Town Center.** Pedestrian circulation should be an integral part of future planning efforts in this area. Future traffic signal upgrades should include accommodations for pedestrians and bicycles. Sidewalks should be constructed along Middlesex Road within the Center area, particularly in the area between Brinley Terrace and Westford Road; and from the area in the vicinity of the Littlefield Library where the sidewalk currently ends, north to Bryants Lane. The Planning Board should require sidewalk construction and pedestrian scale lighting for all new development projects within the area. Crosswalks should be clearly marked at all locations. The area could be visually enhanced by installing decorative paving or colored textured asphalt within the crosswalks. The Town should further investigate the possibility of providing a cross-country pedestrian path linking the town center and the new town hall and library, which would require the cooperation of the owners of two private properties at 260 and 280 Middlesex Road.
- **Expand the town common using Winslow Street.** The Town should consider expanding the town common by closing Winslow Street and incorporating this area into the common. This would add approximately 14,000 square feet of additional green space to the common. Adding this area to the five contiguous acres that exist at the Winslow School and the Littlefield Library would provide sufficient public green space to allow the town to hold community events such as fairs, festivals, farmers markets or summer concerts. Traffic counts collected by NMCOG during May 2006 indicate that 1100 vehicles per day utilize this roadway presently. The addition of this traffic to the current intersection would have a minimal impact on

the peak hour level of service. Minor geometric modifications would need to be made to the northern and western approaches of the intersection to provide sufficient turning radii for large trucks.

- **Create a Town Center Overlay District.** The Town should implement a Town Center Overlay District, employed in conjunction with underlying zoning. The Town Center Overlay District is intended to be used with the creation of a National Register Historic District, design guidelines to be developed by the Town, and site plan review. The Overlay District promotes flexible design criteria to encourage the re-use of historic properties; encourages pedestrian-oriented development to help support town center businesses through shared parking and pedestrian amenities; promotes mixed-uses and a diverse mix of housing types; and encourages the use of traditional town center design concepts with compatible commercial and civic and commercial uses.
- **Finance Town Center improvements.** Tyngsborough Center could benefit principally from DIF funding and the Historic Tax Credits. The establishment of design guidelines by the Planning Board, in conjunction with the Historic Commission, could encourage greater use of historic tax credits as a means to finance investment in and improvements to commercial and residential historic properties.

2. Westford Road Study Area

The Westford Road Study Area extends along the northern portion of Westford Road from the Town Center southwest to the intersection of Westford Road and Swan Road. The corridor contains a mix of B-2, B-3, I-1, R-2, and R-3 zoning districts. The area surrounding the Route 3 interchange is primarily zoned I-1, although the area adjacent to the southwest quadrant is zoned R-2. The industrial component dominates this area, comprising 76.2% of the total acreage. While the commercial component has a similar number of parcels, it comprises less than 10% (9.3%) of the total acreage.

Westford Road provides a contrast between the industrial properties near the Route 3 intersection and the commercial properties close to the Town Center. The investment by MassHighway in the widening and reconstruction of Route 3 has increased the value of properties along Westford Road near the interchange. The commercial component is comprised largely of the shopping center and retail stores on the west side of the Route 3 intersection and the small number of stores/shops in the Town Center area. The industrial component is comprised of an extensive number of industrial condominiums at Westech Drive and other semi-industrial parks on Industrial Way and Potash Hill Road. The properties along Potash Hill Road abut the Sycamore Networks property on Middlesex Road. There are a number of industrial properties for sale or rent in the area.

There will be increased investment in commercial properties adjacent to the Route 3 interchange, as well as an upgrade of the industrial properties in the area. While Westech Drive addresses an industrial niche that is unmet anywhere else in Tyngsborough, future

industrial properties should be modeled after the Progress Avenue industrial park. There will also be increased demand for commercial properties to address the needs of the industrial workforce, as well as the residential units in the area. The further development of the commercial node in the Town Center would help strengthen both Westford and Middlesex Roads as a destination spot for residents and visitors alike.

The following measures are recommended to improve the economic development potential of the study area and to resolve land use conflicts:

- **Address the lack of sewer infrastructure that exists in the area between the Dunstable Road/Westford Road intersection and the intersection of Middlesex Road/Westford Road.** The Tyngsborough Sewer Commission should develop a plan, formulate a funding strategy, and devise an implementation schedule for addressing the need for sewer infrastructure north of Flint's Corner. The Sewer Commission may have an opportunity to work in partnership with the Gutierrez Company should they decide to move forward with development of the 50 Westford Road parcel, formerly known as the Sycamore Networks parcel.
- **Rezone the area contiguous to the southwest quadrant of the Route 3 interchange from R-2 to B-3.** This area is currently zoned for residential use, which may potentially be in conflict with the industrial and commercial uses along the corridor, and furthermore, it does not represent the highest and best use of land within an interchange area. It is recommended that this area be rezoned to B-3. Additional commercial development in this location would provide support services for the companies in the area, and would also serve the local neighborhood. It is further recommended that parcel 15-72 (the former Constantine Campground) be incorporated into the B-3 zone.
- **The Town should work to encourage higher and better uses of those industrial properties in the vicinity of the Route 3 interchange.** Currently, there are some uses, such as the self-storage facility, that do not represent the highest and best of industrial land located adjacent to a limited access highway. The Town should attempt to market this area for higher uses, such as office park development, commercial complexes, or a major hotel. Providing sewer infrastructure in the area would be key to attracting these types of businesses.
- **Address safety concerns associated with the development of the Wyndbrook over-55 housing complex and the new Tyngsborough Senior Center.** Wyndbrook, a large complex of over age 55 housing, and a new municipal senior center are currently under construction. Once completed, the new residents of this complex will have a desire to walk to the neighborhood shopping center at Flint's Corner. Sidewalks and other pedestrian amenities should be constructed to address the safety concerns associated with these new senior residents. Furthermore, the Council on Aging and the Town should work with the LRTA to ensure that adequate RoadRunner service is provided to meet the needs of the seniors.

3. East Tyngsborough Study Area

This study area incorporates land in the vicinity of the proposed relocated Pawtucket Boulevard and has the smallest composition of commercial and industrial properties of any study area. The study area is zoned either R-1 or R-3, with the exception of the area immediately southeast of the intersection of Pawtucket Boulevard and Frost Road, which is zoned B-1. There is no municipal water or sewer service currently available.

The intersection of Pawtucket Boulevard, Sherburne Avenue, and Frost Road suffers from inadequate capacity and poor sight distances. Major queuing and delays occur at this location on a daily basis. *The New Tyngsborough Bridge Transportation Study*, completed by MassHighway in February 2002, recommended the relocation of Pawtucket Boulevard to the east of the existing roadway. Under this design, Parker Lane will be relocated to the north, and Indian Lane will be reconfigured between the new tie-in with Sherburne Avenue and relocated Pawtucket Boulevard. The old Pawtucket Boulevard in the area of the existing bridge may be dead-ended. Design work for this project is at the 25% completion stage and MassHighway expects to advertise the project for construction in 2008.

The future of this area will be determined largely by the relocation of Pawtucket Boulevard and the siting of the new Tyngsborough Bridge. There needs to be a commercial node established to serve the residents on this side of the river, as well as other efforts to take advantage of the scenic beauty of the Merrimack River. No industrial activity should be targeted for this Study Area, although professional and retail services would be a welcome addition.

The following measures are recommended in the East Tyngsborough Study area to address the community's future economic development needs:

- **Work closely with MassHighway as the design of the second river crossing advances to assess the project's potential impacts on land use, economic development impacts and quality of life; to provide public access to the river; and to construct a riverwalk.** As mentioned in previous sections, while the location of the second permanent river crossing has not been definitively decided, the Board of Selectmen has voted unanimously to endorse Alternative 5/6, located south of the existing bridge. The west terminus of the approach roadway begins east of Potash Hill Road on Westford Road, tracks between the summit of Potash Hill and the Center Crest Condominium complex, and spans Middlesex Road and the river at a 90-degree angle. The other option under consideration is Alternative 14 that connects the Route Exit 36/Route 3 ramp with Frost Road, in the vicinity of the Pheasant Lane Mall, and lies outside this study area.

The New Tyngsborough Bridge Transportation Study, completed by MassHighway in February 2002, evaluated the potential land use and development impacts of each of the fourteen alternatives initially investigated. In terms of Alternative 5/6, the study found that on the east side of the river four parcels would be affected by the construction of the new bridge. In addition, the study found that increased

accessibility might make the area more attractive for higher density housing development since most of the area is currently zoned R-2, and that the B-1 zone near the existing bridge would attract development interests.

Construction of the new bridge under Alternative 5/6 will require the design of a ramp system on the east side of the river. It is suggested that the Town work with state officials on a plan to provide public access to the river and construct a riverwalk as part of the project's mitigation. The state could acquire the necessary rights-of-way as part of the property acquisition for the bridge project.

In addition, the Town should work with MassHighway to relocate any businesses displaced by the bridge project to a suitable location within the Town Center. For instance, the convenience store could potentially be relocated to the Shur-Fine site that is currently for sale.

- **Address the lack of water and sewer infrastructure that exists throughout the study area.** The Tyngsborough Sewer Commission should develop a plan, formulate a funding strategy, and devise an implementation schedule for addressing the need for sewer infrastructure within this study area. Furthermore, the Town should work with the Tyngsborough Water District to address the need for water service in the area.
- **Create a neighborhood commercial/service node along the Old Pawtucket Boulevard.** The Town should modify the zoning to allow for the creation of a neighborhood commercial/service node along Pawtucket Boulevard between Frost Road and the intersection with the relocated Pawtucket Boulevard. This node would accommodate businesses such as a dry cleaner, bank, pizza shop, or convenience store.
- **Capitalize on economic incentives created by state and federally funded transportation improvements.** The investment by MassHighway in the relocation of Pawtucket Boulevard and the construction of a new Tyngsborough Bridge will provide the major economic catalyst for this Study Area. The additional traffic attracted to this area by the improvements, and the resultant captive market, should provide the necessary economic catalyst to attract retail businesses to the area. The availability of CPA and Self-Help funds from the State should be utilized to enhance the scenic setting. There should also be a pedestrian and bicycle link established to the Town Center to encourage residents and visitors to frequent establishments on both sides of the river.

4. Kendall Road/Cummings Road Study Area

The Kendall Road and Cummings Road Study Area extends along Kendall Road from the intersection of Middlesex Road westerly to the Dunstable town line. The study area also extends to the south, on the west side of Route 3, and incorporates the Cummings

Road/Progress Avenue area, including the site of the Charles George Landfill. Much of the area is zoned I-1 and B-2, with the exception of the following areas, which are zoned R-1: along the northern side of Kendall Road from Route 3 west to Business Park Drive; along the southern side of Kendall Road from Cummings Road west to the Dunstable town line; and along the westerly side of Cummings Road.

The Route 3 investment by MassHighway has increased the property values in this area and access to the Park and Ride facility, once completed, will increase the utilization of this interchange. The industrial properties along Progress Avenue reflect high-quality industries that should be replicated in future industrial parks. There are some limited commercial sites that serve residents and employees in the area. Less than 25% (24.4%) of the parcels in this area are zoned principally for commercial use, representing only 12% of the total acreage. On the other hand, the areas with industrial components comprised 62.3% of the total acreage and represented 42.9% of all parcels. Water service is available along Kendall Road between Middlesex Road and Upton Drive, and along the southwestern portion of Cummings Road. Sewer is only available along Progress Avenue and the southwestern end of Cummings Road.

Future development in this area will include commercial activity in the Route 3 interchange/Park and Ride area, as well as increased investment near the Town Center. To the extent possible, industrial and commercial uses should exist side-by-side, while residential uses should be generally separated from industrial uses in order to minimize conflicts. In particular, the Town should look at rezoning some of the residential parcels to business along the main corridors – Cummings Road and Kendall Road. The recommendation to eliminate the I-2 zone and to distribute the acceptable allowable uses within the I-1 zone will ensure that this area doesn't get inundated with heavy industrial uses that conflict with the residential properties in the area.

The following measures are recommended to address the area's future economic development needs:

- **Rezone the westerly side of Cummings Road for commercial use.** The rezoning will serve to resolve future potential conflicts with the residential uses and will provide support services for the industrial and office complexes located along Progress Avenue, and for nearby neighborhoods.
- **Reconstruct Cummings Road.** Presently, Cummings Road is in poor condition and of inadequate design to accommodate future growth and development. The roadway should be reconstructed to meet present day design and safety standards, incorporating pedestrian and bicycle accommodations. Traffic conditions at the intersection of Cummings Road and Kendall Road should be evaluated and periodically monitored to determine whether the intersection meets traffic signal warrants.
- **Address the lack of sewer and water infrastructure that exists throughout the majority of the study area.** The Tyngsborough Sewer Commission should

develop a plan, formulate a funding strategy, and devise an implementation schedule for addressing the need for sewer infrastructure. Providing such infrastructure will be key to the future viability of developing the remaining large tracts of industrial land that lie east of Route 3 along Kendall Road. The Town should work with the Tyngsborough Water District to formulate a plan for providing water service to this area in order to attract future development.

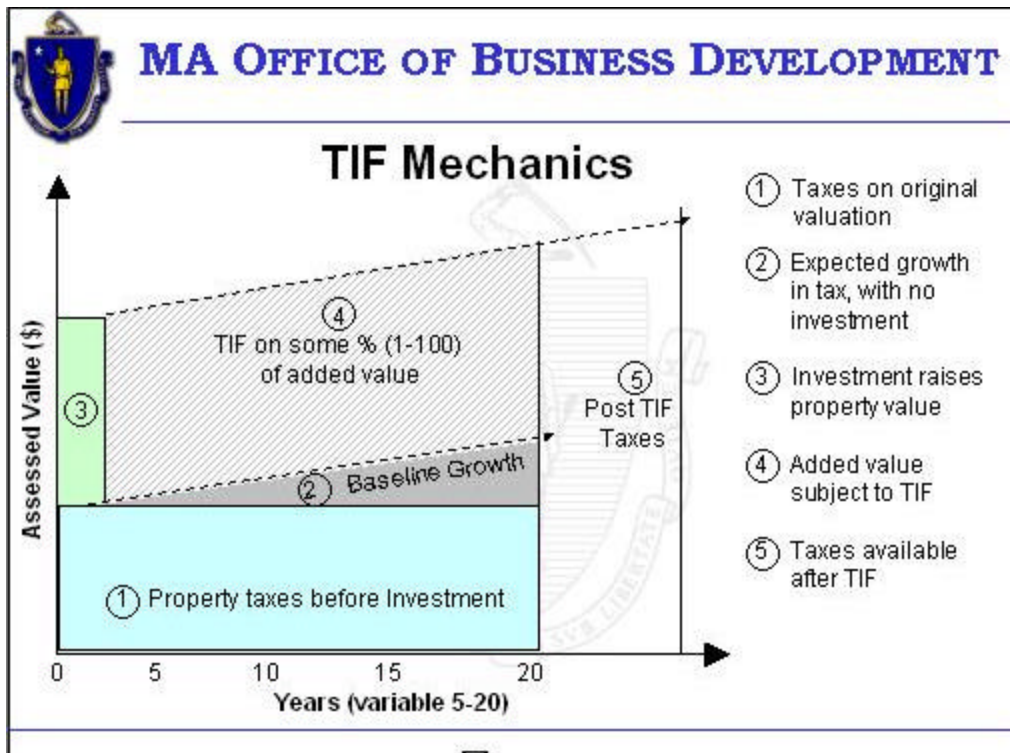
- **Provide transit service to the Route 3 Park and Ride lot recently constructed by MassHighway.** It is anticipated that the Park and Ride lot along Kendall Road will open by the end of the summer. The Town should work with the LRTA and the EOT to provide bus service between the lot and the Gallagher Terminal/Lowell Commuter Rail station.
- **Ensure that the B-2 uses along Kendall Road, east of Bryants Lane are in keeping with the historic character of the Town Center.** (Please refer to the recommendations regarding the Town Center provided on pages 67-69.)
- **Revise the zoning bylaw as it pertains to allowed uses within the I-1 district.** The Cummings Road area was initially considered as a possible location for an I-2 district. Given the absence of available infrastructure, the Economic Development Committee alternatively recommends that the I-2 zone be struck from the zoning bylaw and that the uses allowed within the I-1 district be expanded to incorporate certain uses that would have been allowed by right within an I-2 district. Please refer to Appendix G that contains a draft town meeting article outlining the recommended changes to the industrial zoning bylaw.

5. BU/Sycamore Networks Study Area

The BU/Sycamore Networks study area includes the properties owned by Boston University and Sycamore Networks. The presence of BU's Corporate Conference Center in Tyngsborough should be a means to attract more businesses through a partnership between the Town and Boston University. The future of this property will have an impact upon the community and could complement the development of the former Sycamore Networks property. The study area generally includes much of the land that lies between Old Tyng Road and the northerly end of Westford Road. The western portion of the study area is zoned I-1, while the eastern portion is zoned R-1.

Sewer service is nearby on Old Tyng Road, but has not been extended to these properties. The Tyngsborough Sewer Commission has received the necessary environmental clearances to extend the existing sewer line to the Sycamore Networks parcel via Middlesex Road and Westford Road. Recently, the Gutierrez Company acquired an option on the Sycamore Networks parcel and has reopened discussions with the state environmental permitting agencies relative to the possibility of extending the sewer line cross country from Old Tyng Road to the site. The following actions are recommended to address the economic development needs of this area:

- **The Town should consider forming a promotional partnership with Boston University.** Under this partnership, the town would agree to promote the corporate training facility as a way of attracting visitors to the town who would patronize local businesses. In turn, BU would agree to provide its students and corporate clients with information regarding local shopping, dining and service establishments.
- **Open a dialogue with Boston University regarding the future of this 177-acre parcel.** The BU property is a key parcel relative to the future development of this area. The entire parcel is currently zoned for residential use. The Town should give consideration to rezoning some or the entire parcel to accommodate technology type businesses that would benefit from access to the training facility. At a minimum, the town should negotiate for a first right of refusal should the property owners decide to sell a portion or all of the property. As a way of generating additional revenues, the town should also consider the possibility of negotiating PILOT payments.
- **Implement public transit improvements.** Presently, there is no public transit service available along the Middlesex Road or Westford Road corridors. As these parcels are developed, the Town should work with the LRTA to implement fixed route transit service in the area.
- **Address the lack of water and sewer infrastructure that exists throughout the study area.** The Tyngsborough Sewer Commission should develop a plan, formulate a funding strategy, and devise an implementation schedule for addressing the need for sewer infrastructure within this study area. Furthermore, the Town should work with the Tyngsborough Water District and the development community to address the need for water service in this area.
- **The Town should apply for ETA status.** The combination of these two parcels should make Tyngsborough eligible as an ETA under the state's EDIP and would meet the State's concept of a High Technology Center under subsection j. Not only would there be the industrial and/or commercial land to develop the property to create jobs, there would be a training facility to attract high technology firms from across the Merrimack Valley to address common issues. In addition, the parcels owned by Sycamore Networks and Hussey Plastics could become eligible as EOAs, which would make these parcels more attractive economically for a high technology firm or developer. Based upon a recent meeting with a MOBD official, the Town was encouraged to submit an ETA application. Also, approval as an ETA would make state brownfields assessment funds available from MassDevelopment, which could address other problem areas in the community. The process for determining the added value component of the TIF is shown on the following page through the TIF mechanics drawing provided by MOBD.



V. Conclusions

A. Public Meeting and Input

Under the provisions of the contract between the Town of Tyngsborough and NMCOG, a Public Meeting to present the draft recommendations and to receive comments from local officials, businesses and residents was provided. In order to ensure that the public was notified of this meeting, NMCOG sent out a mailing (see document in Appendix H) to approximately 175 public officials, property owners, residents and businessmen, notifying them of the Public Meeting scheduled for June 14, 2006 and indicating that a copy of the draft recommendations could be accessed by going to the NMCOG web site at www.nmco.org. The draft recommendations were also available on the Town of Tyngsborough's website. In particular, the mailing targeted those property owners, residents and businessmen located within the five Study Areas. As a result of this mailing, several phone calls were received at NMCOG asking questions regarding the proposed meeting and the draft recommendations. In general, the comments about the draft recommendations were positive. A notice of the public meeting was also published in the Lowell Sun.

On Wednesday, June 14, 2006, the Tyngsborough Economic Development Committee held the Public Meeting to allow NMCOG to make a presentation on the draft recommendations and to receive feedback from the public on these recommendations. Four (4) members of the Tyngsborough Economic Development Committee, three representatives (3) of town boards and twelve (12) members of the public were in attendance. The meeting was also televised on the local cable channel. The agenda (see

Appendix A) for the Public Meeting allowed for appropriate open discussion on the draft recommendations. Following opening remarks by Rich Lemoine, Chairman of the Tyngsborough Economic Development Committee, and Bob Flynn, NMCOG Executive Director, NMCOG staff made presentations on the Economic Development Plan Overview, General Recommendations and Study Area Recommendations. The Questions and Comments portion of the program was then opened to those attending the meeting. The comments and questions received during this part of the meeting, as well as the initial phone calls, were as follows:

- The biggest hindrance to economic development appears to be the lack of sewer and water.
- Has NMCOG studied how zoning inhibits development in Tyngsborough instead of zoning in the abstract? Projects in Londonderry and Hudson, New Hampshire have moved ahead due to “flexible zoning”.
- Can Tyngsborough support economic development initiatives with part-time departments? The Town needs the expertise of a planner to implement these projects in a manner consistent with the Master Plan. Would NMCOG and the Economic Development Committee recommend the hiring of a full-time planner?
- Question about the I-2 zone vs. the I-1 zone. Would the proposed changes to the I-2 zone have an impact upon the I-1 zone? Are there currently retail uses allowed in the I-2 zone?
- Question about the development of back properties and whether the Town plans to do anything to encourage development. What can be done? Can mixed-use development be encouraged?
- Do other communities have a zoning bylaw review committee? Would Tyngsborough benefit from having such a committee?
- What is the Town doing to plan for sewer improvements?
- Question about the re-zoning of residential land in the Kendall Road area to commercial use in order to be more compatible with the industrial land. Hopefully, the Town will move in this direction.
- Question about the area along Westford Road where the Sportsman’s Club is located. Was storage use left out of the zoning classification for this area? True or False. True.

Meeting participants and those watching the Public Meeting on the cable channel were encouraged to send any additional comments or questions regarding the draft recommendations to NMCOG by Wednesday, June 21, 2006. As of the printing of this document, no additional comments on the draft recommendations were received.

B. Priority Recommendations and Plan Implementation

The Tyngsborough Economic Development Committee should continue to play a major role in facilitating the implementation of the Economic Development Plan. Should the Town decide to initiate a Main Street Program, some duties relative to the Middlesex Road Study Area could be shared with the Main Street Committee. In addition to the oversight and coordinating role of the Economic Development Committee, implementation of the

plan will require collaboration and cooperation on the part of many local and regional boards and committees including: the Board of Selectmen, the Planning Board, the Conservation Commission, the Historic Commission, the Sewer Commission, the Tyngsborough Water District, the Highway Department, the Council on Aging, and the Lowell Regional Transit Authority. In the future, NMCOG will be available to provide some assistance to the town relative to transportation issues; zoning and land use issues; and economic development incentives and tools, such as the establishment of an ETA.

One of the most critical recommendations of the plan is to fill key personnel positions within Town government. A town planner, town engineer and highway superintendent are vital positions and these individuals will be needed to oversee and manage many of the projects outlined in the Economic Development Plan. In addition, a town planner possesses the technical expertise needed to prepare the grant applications that are necessary to access the financial resources to help fund the implementation of the Plan.

The matrices contained in Tables 32, 33, and 34 on the following pages provide a list of short-term (within 18 months), intermediate (2-4 years) and long-term (5 years or more) actions and identify the entity(ies) responsible for implementation. It is expected that these actions will be implemented based on relative priority, cost and funding availability. These actions are broken out into general items and actions that are specific to individual study areas.

Table 32: Short-Term Action Items and Implementation Responsibility

Action Item	Implementation Responsibility
General Recommendations	
<ul style="list-style-type: none"> Establish an Economic Target Area (ETA) and work with developers to identify certified projects. 	Economic Development Committee, Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Designate Economic Opportunity Areas (EOAs); work with developers to develop certified projects. 	Economic Development Committee, Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Pursue grant opportunities such as USDA Rural Development monies and Smart Growth Technical Assistance funds. 	Economic Development Committee, Board of Selectmen
<ul style="list-style-type: none"> Investigate the establishment of an IDFA or EDIC for access to additional bonding authority. 	Economic Development Committee, Board of Selectmen
<ul style="list-style-type: none"> Develop an implementation and funding plan for addressing sewer infrastructure needs. This plan should include a strategy for completing outside obligations with Massachusetts Environmental Policy Act office (MEPA). 	Sewer Commission, Board of Selectmen, Economic Development Committee
<ul style="list-style-type: none"> Develop a plan for addressing water service needs. 	Tyngsborough Water District, Economic Development Committee, Board of Selectmen
<ul style="list-style-type: none"> Address town government staffing issues, adding a town planner, town engineer and highway superintendent. 	Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Improve the permitting process through bi-monthly “Development Committee” meetings with staff for the Planning Board, Conservation Committee, ZBA, police, fire, and building departments, to jointly discuss development proposals and permit applications. Work with developers to ensure a smooth permitting process. 	Town Administrator, Board of Selectmen
<ul style="list-style-type: none"> Produce a general-purpose promotional brochure, including information on market access, work force characteristics, business incentives, infrastructure and quality of life issues. 	Economic Development Committee

Table 32: Short-Term Action Items and Implementation Responsibility (cont'd)

Action Item	Implementation Responsibility
<ul style="list-style-type: none"> Retain the current single property tax rate for all classes of property. 	Board of Selectmen, Board of Assessors, Economic Development Committee
<ul style="list-style-type: none"> Provide Assessor Office staff to survey and appropriately assess mixed-use properties. 	Board of Selectmen, Board of Assessors, Town Meeting
<ul style="list-style-type: none"> Review town by-laws, and rules and regulations every 3-5 years. 	Board of Selectmen, Planning Board, Conservation Commission, Zoning Board of Appeals
<ul style="list-style-type: none"> Undertake a housing study that incorporates updated school enrollment projections. 	Economic Development Committee, Board of Selectmen, School Committee
Middlesex Road Study Area	
<ul style="list-style-type: none"> Address the need for water service in the area between Applewood Plaza and the intersection of Farwell Road and Locust Avenue. 	Tyngsborough Water District, Economic Development Committee, Board of Selectmen
<ul style="list-style-type: none"> Develop a strategy and funding plan to address the lack of sewer infrastructure north of Old Tyng Road. 	Sewer Commission, Board of Selectmen, Economic Development Committee
<ul style="list-style-type: none"> Market and promote “Restaurant Row”. 	Economic Development Committee
<ul style="list-style-type: none"> Implement public transit service along the Middlesex Road corridor. 	Board of Selectmen, Lowell Regional Transit Authority
<ul style="list-style-type: none"> Establish a Main Street Program to define the corridor and tie in commercial and industrial uses. 	Economic Development Committee, Board of Selectmen
<ul style="list-style-type: none"> Develop design guidelines to be applied to Middlesex Road and the Town Center. 	Planning Board, Economic Development Committee, Town Meeting
Town Center	
<ul style="list-style-type: none"> Create a National Register Historic District. 	Historic Commission, Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Establish a Commercial Node in the Town Center. 	Board of Selectmen, Economic Development Committee, Planning Board, Town Meeting

Table 32: Short-Term Action Items and Implementation Responsibility (cont'd)

Action Item	Implementation Responsibility
<ul style="list-style-type: none"> Open a dialogue with Notre Dame regarding the future of the property. Discuss first-right-of-refusal, PILOT payments and/or donation of development rights. 	Board of Selectmen, Economic Development Committee
<ul style="list-style-type: none"> Create a Town Center Overlay District and Bylaw. 	Planning Board, Town Meeting
<ul style="list-style-type: none"> Identify appropriate uses for the vacant municipal buildings in the Center. 	Board of Selectmen, Historic Commission
Westford Road Study Area	
<ul style="list-style-type: none"> Develop a plan to address the lack of sewer infrastructure in the area between the intersection of Westford Road and Middlesex Road and Flint's Corner. 	Sewer Commission, Economic Development Committee, Board of Selectmen
<ul style="list-style-type: none"> Rezone the area contiguous to the Route 3 southbound ramps from R-2 to B-3. 	Planning Board, Town Meeting
<ul style="list-style-type: none"> Address the transit and pedestrian safety issues related to the opening of the new Senior Center and Wyndbrook. 	Board of Selectmen, Council on Aging, Lowell Regional Transit Authority
East Tyngsborough Study Area	
<ul style="list-style-type: none"> Work closely with MassHighway relative to the design of the Pawtucket Boulevard relocation project. 	Board of Selectmen
Kendall Road/Cummings Road Study Area	
<ul style="list-style-type: none"> Rezone the westerly side of Cummings Road for commercial use. 	Planning Board, Town Meeting
<ul style="list-style-type: none"> Provide transit service to the Park and Ride lot on Kendall Road. 	Board of Selectmen, Lowell Regional Transit Authority
<ul style="list-style-type: none"> Ensure that B-2 uses along Kendall Road, east of Bryants Lane, are in keeping with the historic character of the Town Center. 	Planning Board, Historic Commission
<ul style="list-style-type: none"> Revise the town zoning bylaw as it pertains to uses allowed with the I-1 zone; eliminate the I-2 zone from the town's zoning bylaw. 	Planning Board, Town Meeting

Table 32: Short-Term Action Items and Implementation Responsibility (cont'd)

Action Item	Implementation Responsibility
BU/Sycamore Networks Study Area	
<ul style="list-style-type: none"> Form a promotional partnership with Boston University. 	Board of Selectmen, Economic Development Committee
<ul style="list-style-type: none"> Open a dialogue with BU regarding the future of the parcel. Negotiate a first right-of-refusal and/or PILOT payments. 	Board of Selectmen, Economic Development Committee
<ul style="list-style-type: none"> Initiate public transit service along the Middlesex Road corridor. 	Board of Selectmen, Lowell Regional Transit Authority
<ul style="list-style-type: none"> Develop a plan to address the lack of sewer and water infrastructure. 	Tyngsborough Water District, Sewer Commission, Board of Selectmen, Economic Development Committee
<ul style="list-style-type: none"> Work with the prospective developers of Sycamore Networks property. 	Economic Development Committee, Board of Selectmen
<ul style="list-style-type: none"> Designate Economic Opportunity Areas (EOAs). 	Economic Development Committee, Board of Selectmen, Town Meeting

Table 33: Intermediate Action Items and Implementation Responsibility

Action Item	Implementation Responsibility
General Recommendations	
<ul style="list-style-type: none"> Continue to address water and sewer infrastructure needs by implementing projects as funding is obtained. 	Tyngsborough Water District, Board of Selectmen, Sewer Commission
<ul style="list-style-type: none"> Continue to pursue grant opportunities to implement various components of the Economic Development Plan. 	Board of Selectmen, Economic Development Committee, Planning Board
Middlesex Road Study Area	
<ul style="list-style-type: none"> Create a Corridor Overlay District and Bylaw. 	Planning Board, Town Meeting

Table 33: Intermediate Action Items and Implementation Responsibility (cont'd)

Action Item	Implementation Responsibility
<ul style="list-style-type: none"> Address the traffic improvements needed at the intersections of Middlesex Road/Kendall Road, Middlesex Road/TJ Maxx Plaza, and Middlesex Road/Route 3 Exit 36 ramp; work with MassHighway regarding the design of the second river crossing. 	Board of Selectmen, Planning Board, MassHighway
<ul style="list-style-type: none"> Continue to address sewer infrastructure needs along the corridor. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Address parcels with split zoning by modifying the zoning to provide consistency and compatibility with adjacent properties. 	Planning Board, Town Meeting
<ul style="list-style-type: none"> Provide pedestrian amenities and connections. 	Planning Board, Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Provide public access to the Merrimack River. 	Conservation Commission, Board of Selectmen, Town Meeting
Town Center	
<ul style="list-style-type: none"> Implement pedestrian improvements. 	Board of Selectmen, Planning Board, Town Meeting
<ul style="list-style-type: none"> Expand the Town Common. 	Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Finance Town Center Improvements. 	Economic Development Committee, Board of Selectmen, Historic Commission, Town Meeting
Westford Road Study Area	
<ul style="list-style-type: none"> Continue to address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting
<ul style="list-style-type: none"> Encourage higher and better uses of properties in the vicinity of the Route 3 interchange. 	Planning Board, Economic Development Committee
East Tyngsborough Study Area	
<ul style="list-style-type: none"> Address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting
<ul style="list-style-type: none"> Create a neighborhood commercial node along Pawtucket Boulevard. 	Planning Board, Town Meeting

Table 33: Intermediate Action Items and Implementation Responsibility (cont'd)

Action Item	Implementation Responsibility
<ul style="list-style-type: none"> Capitalize on economic incentives created by the relocation of Pawtucket Boulevard. 	Economic Development Committee
Kendall Road/Cummings Road Study Area	
<ul style="list-style-type: none"> Reconstruct Cummings Road. 	Board of Selectmen, Highway Department
<ul style="list-style-type: none"> Address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting
BU/Sycamore Networks Study Area	
<ul style="list-style-type: none"> Continue to address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting

Table 34: Long-Term Action Items and Implementation Responsibility

Action Item	Implementation Responsibility
General Recommendations	
<ul style="list-style-type: none"> Continue to address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting
<ul style="list-style-type: none"> Prepare an updated Economic Development Plan. 	Economic Development Committee
Middlesex Road Study Area	
<ul style="list-style-type: none"> Continue to address sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Town Meeting
<ul style="list-style-type: none"> Work with MassHighway on issues related to the construction of a second river crossing. 	Board of Selectmen, Economic Development Committee
Town Center	
<ul style="list-style-type: none"> Establish a local historic district. 	Board of Selectmen, Historic Commission, Town Meeting

Table 34: Long-Term Action Items and Implementation Responsibility (cont'd)

Action Item	Implementation Responsibility
<ul style="list-style-type: none"> Create a commercial node in the vicinity of the intersection of Middlesex Road and Westford Road. 	Board of Selectmen, Economic Development Committee, Planning Board, Town Meeting
<ul style="list-style-type: none"> Continue to address sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Town Meeting
Westford Road Study Area	
<ul style="list-style-type: none"> Address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting
East Tyngsborough Study Area	
<ul style="list-style-type: none"> Work with MassHighway on issues related to the construction of a second river crossing, including providing access to the Merrimack River, construction of a riverwalk, and pedestrian access between the Town Center and East Tyngsborough. 	Board of Selectmen, Economic Development Committee, MassHighway
<ul style="list-style-type: none"> Continue to address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting
Kendall Road/Cummings Road Study Area	
<ul style="list-style-type: none"> Continue to address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting
BU/Sycamore Networks Study Area	
<ul style="list-style-type: none"> Continue to address water and sewer infrastructure needs. 	Sewer Commission, Economic Development Committee, Board of Selectmen, Tyngsborough Water District, Town Meeting

The Action Items in this section provide a framework that the community should utilize as a guide to implementing the recommendations contained within the Economic Development Plan. In order for the Town to successfully attract and support economic investment, there are key issues that will need to be addressed as soon as possible. In addition to providing key professional staff, as discussed earlier in this section, the Town must also address the lack of sewer and water infrastructure within most of the study areas which currently hinders economic development initiatives and puts Tyngsborough at a competitive disadvantage compared with other communities.

Town leaders and the local legislative delegation have demonstrated a commitment to fostering an economic development program through the preparation of this document. A key challenge for the community will be to ensure that the document is utilized, along with the region's CEDS document and the Town's Master Plan, to prioritize future investment decisions. Implementation of the plan will be a gradual and continuous process, and it is imperative that all of the partners identified in the plan work cooperatively to implement the action items outlined in this section. The benefits to the community will be measured not only in increased tax revenues, but also in new job opportunities and an improved quality of life for the town's residents.

Appendix A

Tyngsborough Economic Development Committee

Meeting Agendas

TYNGSBOROUGH ECONOMIC DEVELOPMENT PLAN

Just a reminder that tonight, February 8, 2006, at Town Hall, 7:00 PM, is the first meeting of the Economic Development Committee.

Agenda

- I. Welcoming remarks
- II. Introduction of Committee Members
- III. Introduction of Resource members
- IV. Introduction of NMCOG
- V. Distribution of Committee Mission Statement & By Laws
- VI. Discussion of committee's initial focus regarding the \$50,000 Grant
- VII. Discussion of NMCOG regarding committee focus of Grant, Master Plan, Zoning
- VIII. Committee Approval of NMCOG contract
- IX. Determine Monthly meeting dates
- X. Members Discussion
- XI. Adjourn

TYNGSBOROUGH ECONOMIC DEVELOPMENT PLAN PUBLIC MEETING

March 7, 2006

AGENDA

- I. Welcome and Introductions – Rich or Rosemary
- II. Description of Project and Relation to CEDS – Jay
- III. Project Overview and Study Areas – Beverly
- IV. Scope of Work – Beverly
- V. Study Process – Jay
- VI. Questions and Comments – Rich or Rosemary

TYNGSBOROUGH ECONOMIC DEVELOPMENT COMMITTEE ECONOMIC DEVELOPMENT PLAN

March 29, 2006

AGENDA

- I. Welcome and Introductions – Rich or Rosemary
- II. Economic and Demographic Data – Jay
- III. Refinement of Study Areas – Beverly
(based upon input from previous meeting)
- IV. Zoning and Infrastructure Analysis by Study Area – Beverly and Bob
 - a. Middlesex Road Corridor
 - b. Westford Road
 - c. Pawtucket Blvd.
 - d. Kendall Road/Progress Avenue
 - e. BU/Sycamore Networks
- V. Land Use and Vacancy Information/Technical Memorandum– Jay
- VI. Questions and Comments – Rich or Rosemary
- VII. Next Meeting

TYNGSBOROUGH ECONOMIC DEVELOPMENT COMMITTEE ECONOMIC DEVELOPMENT PLAN

May 10, 2006

AGENDA

- I. Welcome - Rich or Rosemary
- II. Zoning and Land Use Information – Jay
- III. Technical Memorandum (Tasks 1 and Task 2) - Jay
- IV. Design Guidelines - Beverly
- V. Discussion of Alternatives – Beverly
 - Enhancements to the Town Center: expansion of the Common, development of commercial nodes, establishment of an historic district, and pedestrian circulation;
 - Creation of a Town Center/Mixed-Use Zoning Overlay District;
 - Middlesex Road zoning issues and opportunities;
 - Creation of an I-2 zone in the Cummings Road and Progress Avenue area; and
 - Adequacy of the existing zoning along the Westford Road corridor
- VI. Questions and Comments – Rich or Rosemary
- VII. Next Meeting

TYNGSBOROUGH ECONOMIC DEVELOPMENT COMMITTEE ECONOMIC DEVELOPMENT PLAN

May 31, 2006

AGENDA

- I. Welcome and Introductions – Rich or Rosemary
- II. Technical Memorandum (Task 3 and Task 4) – Jay/Beverly/Bob
 - A. General Recommendations – Jay
 - B. Study Area Recommendations – Beverly
 - Middlesex Road Corridor
 - Westford Road
 - East Tyngsborough
 - Cummings and Kendall Roads
 - BU/Sycamore Networks
 - C. Development Opportunities – Jay
 - D. Priority Areas to Address – Jay
 - E. Town Center Overlay District/ - Beverly
Middlesex Road Design Guidelines
 - F. I-2 Recommended Language – Bob
- III. Scheduling of Public Hearing
- IV. Next Steps
- V. Questions and Comments – Rich or Rosemary
- VI. Next Meeting

**TYNGSBOROUGH ECONOMIC DEVELOPMENT COMMITTEE
ECONOMIC DEVELOPMENT PLAN**

PUBLIC MEETING

June 14, 2006

AGENDA

- I. Welcome and Introductions – Rich Lemoine, Board of Selectmen
- II. NMCOG Introduction – Bob Flynn, Executive Director
- III. Economic Development Plan Overview – Jay Donovan, Associate Planner
- IV. General Recommendations – Jay Donovan
- V. Study Area Recommendations – Beverly Woods, Assistant Director
 - a. Middlesex Road Corridor
 - b. Westford Road
 - c. East Tyngsborough
 - d. Kendall and Cummings Roads
 - e. BU/Sycamore Networks
- VI. Questions and Comments – Rich Lemoine and NMCOG staff
- VII. Next Steps – Jay Donovan
- VIII. Adjournment

TYNGSBOROUGH ECONOMIC DEVELOPMENT COMMITTEE ECONOMIC DEVELOPMENT PLAN

June 28, 2006

AGENDA

- I. Welcome - Rich or Rosemary
- II. Updated Land Use and Zoning Analysis - Jay
- III. Priority Recommendations and Plan Implementation - Beverly
- IV. Draft Final Report Discussion – Jay
- V. Project Wrap-up and Delivery of Final Products - Beverly
- VI. Questions and Comments – Rich or Rosemary
- VII. Adjournment

Appendix B

Zoning and Land Use Inventory by Study Area

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory

Address	Lot	Zoning	Land Use	Acreage
404 Middlesex Rd	11-1-A1	I-1/B-3	Retail Condo	1.60
404 Middlesex Rd	11-1-A2	I-1/B-3	Retail Condo	0
404 Middlesex Rd	11-1-B1	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-B2	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-C1	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-C2	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-D1	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-D2	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-E1	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-E2	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-F1	I-1/B-3	Office Condo	0
404 Middlesex Rd	11-1-F2	I-1/B-3	Office Condo	0
Route 3	11-11	B-3	State protected	0.48
Route 3	11-12	B-3	State protected	13.10
462 Middlesex Rd	11-13	B-3	Potentially developable	4.24
460 Middlesex Rd	11-14	B-3	Parking lot	1.01
459 Middlesex Rd	11-15	B-3	Land - Commercial	0.14
455 Middlesex Rd	11-16	B-3	Service station	0.13
451 Middlesex Rd	11-17	B-3	Single-family	0.94
441 Middlesex Rd	11-18	B-3	Parking lot	4.42
439 Middlesex Rd	11-19	B-3	Comm. of Mass.	0.21
406 Middlesex Rd	11-2	I-1/B-3	Land - Commercial	25.00
435 Middlesex Rd	11-20	B-3	Parking lot	30.31
431 Middlesex Rd	11-21	B-3	Restaurant/Bar	1.50
425 Middlesex Rd	11-22	B-3	Auto repair	0.62
413 Middlesex Rd	11-23	B-3	Restaurant/Bar	10.26
409 Middlesex Rd	11-24	B-3	Land - Commercial	0.83
Middlesex Rd	11-25	B-3	Undeveloped	0.19
405 Middlesex Rd	11-26	B-3	Single-family	0.54
397 Middlesex Rd	11-27	B-3	Auto repair	1.55
405 Middlesex Rd	11-28	B-3	Undeveloped	0.07
395 Middlesex Rd	11-29	B-3	Elec. right of way	25.33
422 Middlesex Rd	11-3	B-3	Land - Commercial	3.98
426 Middlesex Rd	11-4	I-1/B-3	Service station	1.99
440 Middlesex Rd	11-5	I-1/B-3	Shopping Center	30.01
Route 3	11-6	I-1/B-3	Comm. of Mass.	6.38
22 Locust Ave	12-27	I-1	Municipal	11.74
Locust Ave	12-28	I-1	Elec. right of way	2.80
Locust Ave	12-29	I-1	Municipal	.71
Route 3	12-29A	I-1	Potentially developable	54.92
54 Locust Ave	12-32	I-1	Multiple houses	24.40

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
60 Locust Ave	12-33	I-1	Single-family	1.03
394 Middlesex Rd	12-35	B-3	Kennel	2.76
398 Middlesex Rd	12-35A	B-3	Electric right of way	3.04
386 Middlesex Rd	12-36	B-3	Restaurant/Bar	2.26
384 Middlesex Rd	12-37	B-3	Restaurant/Bar	0.47
383 Middlesex Rd	12-38	R-1/B-3	Golf	42.53
375 Middlesex Rd	12-39	B-3	Municipal	0.48
371 Middlesex Rd	12-40	B-3	Undeveloped	0.92
370 Middlesex Rd	12-41	B-3	Service station	2.34
378 Middlesex Rd	12-42	B-3	Restaurant/Bar	0.79
380 Middlesex Rd	12-42A	B-3	Land - Commercial	2.87
Locust Ave	12-43	I-1/B-3	Chapter 61 land	62.18
23 Locust Ave	12-44	I-1	Undevelopable land	1.60
Kendall Rd	12-46	I-1	Undevelopable land	1.70
342 Middlesex Rd	12-49	I-1	Single-family	4.56
338 Middlesex Rd	12-49A	I-1/B-3	Single-family	0.55
101 Pondview Place	12-51-101	I-1/B-3	Condo	14.70
102 Pondview Place	12-51-102	I-1/B-3	Condo	0
103 Pondview Place	12-51-103	I-1/B-3	Condo	0
104 Pondview Place	12-51-104	I-1/B-3	Condo	0
105 Pondview Place	12-51-105	I-1/B-3	Condo	0
201 Pondview Place	12-51-201	I-1/B-3	Condo	0
202 Pondview Place	12-51-202	I-1/B-3	Condo	0
203 Pondview Place	12-51-203	I-1/B-3	Condo	0
204 Pondview Place	12-51-204	I-1/B-3	Condo	0
205 Pondview Place	12-51-205	I-1/B-3	Condo	0
301 Pondview Place	12-51-301	I-1/B-3	Condo	0
302 Pondview Place	12-51-302	I-1/B-3	Condo	0
303 Pondview Place	12-51-303	I-1/B-3	Condo	0
304 Pondview Place	12-51-304	I-1/B-3	Condo	0
401 Pondview Place	12-51-401	I-1/B-3	Condo	0
402 Pondview Place	12-51-402	I-1/B-3	Condo	0
403 Pondview Place	12-51-403	I-1/B-3	Condo	0
404 Pondview Place	12-51-404	I-1/B-3	Condo	0
405 Pondview Place	12-51-405	I-1/B-3	Condo	0
501 Pondview Place	12-51-501	I-1/B-3	Condo	0
502 Pondview Place	12-51-502	I-1/B-3	Condo	0
503 Pondview Place	12-51-503	I-1/B-3	Condo	0
504 Pondview Place	12-51-504	I-1/B-3	Condo	0
505 Pondview Place	12-51-505	I-1/B-3	Condo	0
1 Pondview Place	12-51B-1	B-3	Office Condo	2.80

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
10 Pondview Place	12-51B-10	B-3	Office Condo	0
11 Pondview Place	12-51B-11	B-3	Office Condo	0
12 Pondview Place	12-51B-12	B-3	Office Condo	0
13 Pondview Place	12-51B-13	B-3	Office Condo	0
14 Pondview Place	12-51B-14	B-3	Office Condo	0
15 Pondview Place	12-51B-15	B-3	Office Condo	0
16 Pondview Place	12-51B-16	B-3	Office Condo	0
17 Pondview Place	12-51B-17	B-3	Office Condo	0
2 Pondview Place	12-51B-2	B-3	Office Condo	0
3 Pondview Place	12-51B-3	B-3	Office Condo	0
4 Pondview Place	12-51B-4	B-3	Office Condo	0
5 Pondview Place	12-51B-5	B-3	Office Condo	0
6 Pondview Place	12-51B-6	B-3	Office Condo	0
7 Pondview Place	12-51B-7	B-3	Office Condo	0
8 Pondview Place	12-51B-8	B-3	Office Condo	0
9 Pondview Place	12-51B-9	B-3	Office Condo	0
93 Kendall Rd	13-30	I-1	Sand and Gravel	56.60
298 Middlesex Rd	19-1	B-3	Single-family	1.00
293 Middlesex Rd	19-10	B-3	Potential	0.25
289 Middlesex Rd	19-11	B-2/B-3	Single-family	0.50
304 Middlesex Rd	19-1A	I-1/B-3	Land - Commercial	2.97
306 Middlesex Rd	19-1B	B-3	Potential	0.30
310 Middlesex Rd	19-2	B-3	Municipal	1.00
127 Farwell Rd	19-24	R-1/B-3	Single-family	1.00
312 Middlesex Rd	19-3	B-3	Municipal	0.50
316 Middlesex Rd	19-4	I-1/B-3	Municipal	2.50
324 Middlesex Rd	19-5	I-1/B-3	Land - Commercial	15.86
18 Pondview Pl	19-51A	B-3	Shopping Center	1.46
346 Middlesex Rd	19-6	I-1/B-3	Single-family	3.45
352 Middlesex Rd	19-7	I-1/B-3	Land - Commercial	6.72
355 Middlesex Rd	19-8	R-1/B-3	Ice skating rink/Undeveloped	9.20
361 Middlesex Rd	19-8A	B-3	Restaurant/Bar	2.09
353 Middlesex Rd	19-8I	B-3	Office	0.95
347 Middlesex Rd	19-9	R-1/B-3	Greenhouse	11.09
315 Middlesex Rd	19-9-1	B-3/R-1	Shopping Center	7.80
220 Middlesex Rd	20-127	B-2	State protected	0.90
198 Middlesex Rd	20-1B	B-2	Housing	5.03
250 Middlesex Rd	20-30A	B-2	Municipal	5.20
260 Middlesex Rd	20-32	B-2	Apt. 4-8	2.20
266 Middlesex Rd	20-33	B-2	Single-family	0.96
Middlesex Rd	20-34	B-2	Undeveloped	0.04

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
272 Middlesex Rd	20-35	B-2	Single-family	0.23
276 Middlesex Rd	20-36	B-2	Single-family	0.81
282 Middlesex Rd	20-37	B-2	Single-family	5.45
25 Bryants Ln	20-38	B-2	Municipal	9.00
290 Middlesex Rd	20-39	B-2	Undeveloped	0.05
4 Bryants Ln	20-21	I-1	Municipal	15.12
3 Bryants Ln	20-22	B-2	Single-family	0.57
292 Middlesex Rd	20-40	B-2/B-3	Land - Commercial	2.00
285 Middlesex Rd	20-41	B-2/B-3	Single-family	1.00
273 Middlesex Rd	20-42	B-2/R-1	Greenhouse	3.92
269 Middlesex Rd	20-43	B-2/R-1	Office	1.21
265 Middlesex Rd	20-44	B-2/R-1	Single-family	0.90
261 Middlesex Rd	20-45	B-2	Single-family	0.75
259 Middlesex Rd	20-46	B-2	Single-family	0.38
257 Middlesex Rd	20-47	B-2	Service station	0.34
253 Middlesex Rd	20-48	B-2	Office	0.69
3 Farwell Rd	20-57	B-2/R-1	Single-family	0.65
1 Farwell Rd	20-58	B-2	Store	2.30
1 Ferry Ln	20-59	B-2	Single-family	0.26
175 Middlesex Rd	20A-1	B-2	Comm. of Mass.	2.00
216 Middlesex Rd	20A-4	B-2	Single-family	0.84
214 Middlesex Rd	20A-5	B-2	Church	0.24
Middlesex Rd	20A-57	B-2	Municipal	0.23
Middlesex Rd	20A-58	B-2	Municipal	0.23
176 Middlesex Rd	21-12	B-3	Store	1.04
141 Middlesex Rd	21-13-12	B-2	Office condo	1.39
141 Middlesex Rd	21-13-1	B-2	Office condo	0
141 Middlesex Rd	21-13-4	B-2	Office condo	0
141 Middlesex Rd	21-13-7	B-2	Office condo	0
141 Middlesex Rd	21-13-10	B-2	Office condo	0
141 Middlesex Rd	21-13-11	B-2	Office condo	0
141 Middlesex Rd	21-13-5	B-2	Office condo	0
141 Middlesex Rd	21-13-6	B-2	Office condo	0
141 Middlesex Rd	21-13-8	B-2	Office condo	0
141 Middlesex Rd	21-13-9	B-2	Office condo	0
141 Middlesex Rd	21-13-3	B-3	Office condo	0
135 Middlesex Rd	21-14	B-2/I-1	Land-Industrial	4.14
114 Middlesex Rd	21-15	B-1	Single-family	1.00
27 Old Tyng Rd	21-15A	B-1	Church	1.37
116 Middlesex Rd	21-16	B-1	Single-family	0.85
120 Middlesex Rd	21-17	B-1	Single-family	1.89
122 Middlesex Rd	21-18	B-1	Commercial warehouse	0.64

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
130 Middlesex Rd	21-19	B-1	Shopping Center	1.95
47 Old Tyng Rd	21-19A	B-1	Single-family	0.76
134 Middlesex Rd	21-20	B-1	Single-family	0.45
138 Middlesex Rd	21-21	B-1	Store	0.57
142 Middlesex Rd	21-22	I-1	Single-family	0.96
156 Middlesex Rd	21-29	B-3	Land-Commercial	0.23
158 Middlesex Rd	21-30	B-3	Land-Commercial	1.03
164 Middlesex Rd	21-31	B-3	Land-Commercial	0.26
168 Middlesex Rd	21-32	B-3	Store	0.47
Middlesex Rd	21-37	B-3	Elec. Substation	2.10
166 Middlesex Rd	21-42	B-3	Land-Commercial	0.88
1 Centercrest Dr	21-9-1	B-3/I-1	Condo Townhouse	7.93
10 Centercrest Dr	21-9-10	B-3/I-1	Condo Townhouse	0
11 Centercrest Dr	21-9-11	B-3/I-1	Condo Townhouse	0
12 Centercrest Dr	21-9-12	B-3/I-1	Condo Townhouse	0
13 Centercrest Dr	21-9-13	B-3/I-1	Condo Townhouse	0
14 Centercrest Dr	21-9-14	B-3/I-1	Condo Townhouse	0
15 Centercrest Dr	21-9-15	B-3/I-1	Condo Townhouse	0
16 Centercrest Dr	21-9-16	B-3/I-1	Condo Townhouse	0
17 Centercrest Dr	21-9-17	B-3/I-1	Condo Townhouse	0
18 Centercrest Dr	21-9-18	B-3/I-1	Condo Townhouse	0
19 Centercrest Dr	21-9-19	B-3/I-1	Condo Townhouse	0
20 Centercrest Dr	21-9-20	B-3/I-1	Condo Townhouse	0
21 Centercrest Dr	21-9-21	B-3/I-1	Condo Townhouse	0
22 Centercrest Dr	21-9-22	B-3/I-1	Condo Townhouse	0
23 Centercrest Dr	21-9-23	B-3/I-1	Condo Townhouse	0
24 Centercrest Dr	21-9-24	B-3/I-1	Condo Townhouse	0
25 Centercrest Dr	21-9-25	B-3/I-1	Condo Townhouse	0
26 Centercrest Dr	21-9-26	B-3/I-1	Condo Townhouse	0
2 Centercrest Dr	21-9-2	B-3/I-1	Condo Townhouse	0
3 Centercrest Dr	21-9-3	B-3/I-1	Condo Townhouse	0
4 Centercrest Dr	21-9-4	B-3/I-1	Condo Townhouse	0
5 Centercrest Dr	21-9-5	B-3/I-1	Condo Townhouse	0
6 Centercrest Dr	21-9-6	B-3/I-1	Condo Townhouse	0
7 Centercrest Dr	21-9-7	B-3/I-1	Condo Townhouse	0
8 Centercrest Dr	21-9-8	B-3/I-1	Condo Townhouse	0
9 Centercrest Dr	21-9-9	B-3/I-1	Condo Townhouse	0
111 Middlesex Rd	27-1	I-1	Single-family/Land-Industrial	2.07
115 Middlesex Rd	27-1-1	I-1	Land-Industrial	12.03
95 Middlesex Rd	27-2	I-1	Land-Industrial	8.24
Middlesex Rd	27-3	I-1	Apt. 4-8	1.13
65 Middlesex Rd	27-4	I-1	Factory	17.70

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
Middlesex Rd	27-5	R-1	Private School	1.01
Middlesex Rd	27-5A	R-1	Municipal	0.46
Tyng Rd	27-5B	R-1	Municipal	0.03
84 Middlesex Rd	27-6	R-1	Single-family	0.50
86 Middlesex Rd	27-6A	B-1/R-1	Land-Commercial	0.06
90 Middlesex Rd	27-8	B-1	Land-Commercial	1.15
104 Middlesex Rd	27-9	B-1	Apt. 4-8	0.47
21 Old Tyng Rd	27-9-1	B-1	Land	0.50
44 Middlesex Rd	28-101	B-1	Single-family	0.27
46 Middlesex Rd	28-101-1	B-1	Single-family	0.48
48 Middlesex Rd	28-101-2	B-1	Single-family	0.32
50 Middlesex Rd	28-101A	B-1	Single-family	0.44
52 Middlesex Rd	28-102	B-1	Single-family	1.15
60 Middlesex Rd	28-103	B-1/R-2	Single-family	1.07
59 Middlesex Rd	28-104	I-1	Two-family	1.27
5 Bridgeview Cir	28-105-27	I-1	Garden-style condo	4.63
5 Bridgeview Cir	28-105-33	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-39	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-45	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-51	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-57	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-13	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-21	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-5	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-25	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-29	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-31	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-35	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-37	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-41	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-43	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-47	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-50	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-54	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-56	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-60	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-10	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-16	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-18	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-24	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-7	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-8	I-1	Garden-style condo	0

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
5 Bridgeview Cir	28-105-9	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-11	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-12	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-19	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-20	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-3	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-4	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-23	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-48	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-28	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-34	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-40	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-46	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-52	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-58	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-14	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-22	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-6	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-26	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-30	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-32	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-36	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-38	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-42	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-44	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-49	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-53	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-55	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-59	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-1	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-15	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-17	I-1	Garden-style condo	0
5 Bridgeview Cir	28-105-2	I-1	Garden-style condo	0
2 Bridgeview Cir	28-105A	I-1	Office	0.99
1 Bridgeview Cir	28-105B-1	I-1	Office condo	0.99
1 Bridgeview Cir	28-105B-10	I-1	Office condo	0
1 Bridgeview Cir	28-105B-11	I-1	Office condo	0
1 Bridgeview Cir	28-105B-12	I-1	Charity	0
1 Bridgeview Cir	28-105B-13	I-1	Office condo	0
1 Bridgeview Cir	28-105B-14	I-1	Office condo	0
1 Bridgeview Cir	28-105B-15	I-1	Office condo	0
1 Bridgeview Cir	28-105B-16	I-1	Office condo	0

Table B-1: Middlesex Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
1 Bridgeview Cir	28-105B-2	I-1	Office condo	0
1 Bridgeview Cir	28-105B-3	I-1	Office condo	0
1 Bridgeview Cir	28-105B-4	I-1	Office condo	0
1 Bridgeview Cir	28-105B-5	I-1	Office condo	0
1 Bridgeview Cir	28-105B-6	I-1	Office condo	0
1 Bridgeview Cir	28-105B-7	I-1	Office condo	0
1 Bridgeview Cir	28-105B-8	I-1	Office condo	0
1 Bridgeview Cir	28-105B-9	I-1	Office condo	0
47 Middlesex Rd	28-106	I-1	Single-family	1.70
45 Middlesex Rd	28-107	I-1	Store	3.50
39 Middlesex Rd	28-108	I-1	Auto repair	1.63
33 Middlesex Rd	28-109-3	I-1	Garage condo	1.29
33 Middlesex Rd	28-109-6	I-1	Garage condo	0
33 Middlesex Rd	28-109-1	I-1	Garage condo	0
33 Middlesex Rd	28-109-2	I-1	Garage condo	0
33 Middlesex Rd	28-109-8	I-1	Garage condo	0
29 Middlesex Rd	28-110	I-1	Auto repair	1.58
23 Middlesex Rd	28-111	I-1	Commercial warehouse	2.35
Middlesex Rd	28-39	I-1	Potential	0.71
65 Tyng Rd	28-64	B-1/R-2	Land-Commercial	4.22
3 Middlesex Rd	28-77	I-1	Auto repair	0.64
7 Middlesex Rd	28-77A	I-1	Auto supply store	1.42
5 Middlesex Rd	28-77B	I-1	Industrial warehouse	1.04
1 Middlesex Rd	28-77C	I-1	Potential	0.51
Newark St	28-82	B-1	Potential	0.28
1 Tyng Rd	28-89	B-1	Single-family	0.39
4 Middlesex Rd	28-90	B-1	Single-family	1.05
10 Middlesex Rd	28-91	B-1	Two-family	0.77
0 Middlesex Rd	28-92	B-1	Municipal	0.28
14 Middlesex Rd	28-93	B-1	Land-Commercial	0.28
18 Middlesex Rd	28-94	B-1	Single-family	0.84
24 Middlesex Rd	28-95	B-1	Restaurant/Bar	0.58
1 First St	28-96	B-1	Two-family	0.79
32 Middlesex Rd	28-97	B-1	Single-family	1.14
36 Middlesex Rd	28-98	B-1	Single-family	1.21
40 Middlesex Rd	28-99	B-1	Single-family	1.27
TOTALS	164 parcels			712.06

Table B-2: Westford Road Study Area – Zoning and Land Use Inventory

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd	13-33	I-1	State protected	81.97
Kendall Rd	14-20	I-1	Undeveloped	5.40
Route 3	14-20A	I-1	Undeveloped	2.20
177 Westford Rd	15-11	R-3/B-3	Single-Family	1.46
173 Westford Rd	15-12	R-3/B-3	Single-Family	1.12
169 Westford Rd	15-13	R-1/B-3	Single-Family	21.87
163 Westford Rd	15-14	B-3	Two-Family	1.90
161 Westford Rd	15-15	B-3	Single-Family	0.45
157 Westford Rd	15-16	B-3	Single-Family	0.60
155 Westford Rd	15-17	B-3	Single-Family	1.74
160 Westford Rd	15-18	B-3	Land-Commercial	0.30
162 Westford Rd	15-19	B-3	Single-Family	0.36
8 Westford Rd	15-20-8	B-3	Condo	2.21
3 Westford Rd	15-20-3	B-3	Condo	0
26 Westford Rd	15-20-26	B-3	Condo	0
14 Westford Rd	15-20-14	B-3	Condo	0
23 Westford Rd	15-20-23	B-3	Condo	0
10 Westford Rd	15-20-10	B-3	Condo	0
16 Westford Rd	15-20-16	B-3	Condo	0
25 Westford Rd	15-20-25	B-3	Condo	0
15 Westford Rd	15-20-15	B-3	Condo	0
12 Westford Rd	15-20-12	B-3	Condo	0
2 Westford Rd	15-20-2	B-3	Condo	0
4 Westford Rd	15-20-4	B-3	Condo	0
24 Westford Rd	15-20-24	B-3	Condo	0
1 Westford Rd	15-20-1	B-3	Condo	0
17 Westford Rd	15-20-17	B-3	Condo	0
11 Westford Rd	15-20-11	B-3	Condo	0
13 Westford Rd	15-20-13	B-3	Condo	0
9 Westford Rd	15-20-9	B-3	Condo	0
20 Westford Rd	15-20-20	B-3	Condo	0
6 Westford Rd	15-20-6	B-3	Condo	0
19 Westford Rd	15-20-19	B-3	Condo	0
22 Westford Rd	15-20-22	B-3	Condo	0
21 Westford Rd	15-20-21	B-3	Condo	0
18 Westford Rd	15-20-18	B-3	Condo	0
5 Westford Rd	15-20-5	B-3	Condo	0
7 Westford Rd	15-20-7	B-3	Condo	0
Westford Rd	15-21	B-3	Undeveloped	1.26
4 Old Stonehill Rd	15-21-12	R-3	Single-Family	1.04
174 Westford Rd	15-21-13	R-3	Single-Family	1.02
170 Westford Rd	15-21-14	R-3/B-3	Single-Family	1.37

Table B-2: Westford Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
404 Dunstable Rd	15-27	B-3	Two-family	0.51
406 Dunstable Rd	15-28	B-3	Land-Residential	0.29
408 Dunstable Rd	15-29	R-1/B-3	Single-Family	0.57
410 Dunstable Rd	15-30	R-1	Single-Family	0.92
Westford Rd	15-31A	R-1/B-3	Potential	5.44
137 Westford Rd	15-72	R-1	Single-Family	46.20
1 Westford Rd	20-1A	B-2	Single-Family	0.40
5 Westford Rd	21-11	B-2	Single-Family	0.59
6 Industrial Wy	21-2	I-1	Land-Industrial	3.47
100 Potash Hill Rd	21-23	B-3/I-1	Industrial office	4.58
300 Potash Hill Rd	21-23A	I-1/B-3	R & D building	7.30
2 Industrial Wy	21-2A	I-1	Industrial warehouse	4.41
1 Industrial Wy	21-2B	I-1	Industrial office	1.71
3 Industrial Wy	21-2C	I-1	Land-Industrial	2.35
5 Industrial Wy	21-2D	I-1	Municipal	3.11
8 Industrial Wy	21-2E	I-1	Auto repair	4.26
Westford Rd	21-2F	I-1	Land- Industrial	1.03
95 Westford Rd	21-3	I-1	Service station	2.59
Middlesex Rd	21-34	B-2/I-1	Private School	11.60
Route 3	21-35	B-2/I-1	Recreational land	15.00
Middlesex Rd	21-36	B-2/I-1	Private School	8.18
28 Westford Rd	21-38	B-3	Auto Repair	1.38
99 Westford Rd	21-3B	I-1	Land- Commercial	2.29
81 Westford Rd	21-4	I-1	Target Range	2.00
90 Westford Rd	21-5	I-1	Lodge Building	44.00
180 Middlesex Rd	21-7	B-2/I-1	Private School	199.97
22 Westford Rd	21-8	B-3	Shopping Center	0.66
20 Westford Rd	21-9A	B-3	Municipal	0.56
120 Westford Rd	22-1	I-1	Municipal	14.61
403 Dunstable Rd	22-10	R-1	Auto Repair	1.09
401 Dunstable Rd	22-11	R-1	Potential	3.58
Westford Rd	22-1A	R-1	Municipal	2.52
125 Westford Rd	22-1B	R-1	Municipal	1.90
135 Westford Rd	22-1C	R-1	Single-Family	11.89
385 Dunstable Rd	22-2	I-1	Auto Repair	25.00
150 Westford Rd	22-23	R-1/B-3	Shopping Center	9.89
6 Westech Dr	22-27-6	I-1	Condo	12.94
24 Westech Dr	22-27-24	I-1	Condo	0
51 Westech Dr	22-27-51	I-1	Condo	0
52 Westech Dr	22-27-52	I-1	Condo	0
59 Westech Dr	22-27-59	I-1	Condo	0
17 Westech Dr	22-27-17	I-1	Condo	0

Table B-2: Westford Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
65 Westech Dr	22-27-65	I-1	Condo	0
66 Westech Dr	22-27-66	I-1	Condo	0
79 Westech Dr	22-27-79	I-1	Condo	0
15 Westech Dr	22-27-15	I-1	Condo	0
14 Westech Dr	22-27-14	I-1	Condo	0
32 Westech Dr	22-27-32	I-1	Condo	0
73 Westech Dr	22-27-73	I-1	Condo	0
74 Westech Dr	22-27-74	I-1	Condo	0
67 Westech Dr	22-27-67	I-1	Condo	0
81 Westech Dr	22-27-81	I-1	Condo	0
12 Westech Dr	22-27-12	I-1	Condo	0
82 Westech Dr	22-27-82	I-1	Condo	0
11 Westech Dr	22-27-11	I-1	Condo	0
30 Westech Dr	22-27-30	I-1	Condo	0
5 Westech Dr	22-27-5	I-1	Condo	0
31 Westech Dr	22-27-31	I-1	Condo	0
4 Westech Dr	22-27-4	I-1	Condo	0
63 Westech Dr	22-27-63	I-1	Condo	0
7 Westech Dr	22-27-7	I-1	Condo	0
8 Westech Dr	22-27-8	I-1	Condo	0
9 Westech Dr	22-27-9	I-1	Condo	0
71 Westech Dr	22-27-71	I-1	Condo	0
77 Westech Dr	22-27-77	I-1	Condo	0
27 Westech Dr	22-27-27	I-1	Condo	0
1 Westech Dr	22-27-1	I-1	Condo	0
2 Westech Dr	22-27-2	I-1	Condo	0
37 Westech Dr	22-27-37	I-1	Condo	0
33 Westech Dr	22-27-33	I-1	Condo	0
34 Westech Dr	22-27-34	I-1	Condo	0
35 Westech Dr	22-27-35	I-1	Condo	0
36 Westech Dr	22-27-36	I-1	Condo	0
62 Westech Dr	22-27-62	I-1	Condo	0
3 Westech Dr	22-27-3	I-1	Condo	0
72 Westech Dr	22-27-72	I-1	Condo	0
38 Westech Dr	22-27-38	I-1	Condo	0
69 Westech Dr	22-27-69	I-1	Condo	0
80 Westech Dr	22-27-80	I-1	Condo	0
19 Westech Dr	22-27-19	I-1	Condo	0
16 Westech Dr	22-27-16	I-1	Condo	0

Table B-2: Westford Road Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
42 Westech Dr	22-27-42	I-1	Condo	0
49 Westech Dr	22-27-49	I-1	Condo	0
57 Westech Dr	22-27-57	I-1	Condo	0
68 Westech Dr	22-27-68	I-1	Condo	0
75 Westech Dr	22-27-75	I-1	Condo	0
29 Westech Dr	22-27-29	I-1	Condo	0
10 Westech Dr	22-27-10	I-1	Condo	0
58 Westech Dr	22-27-58	I-1	Condo	0
21 Westech Dr	22-27-21	I-1	Condo	0
53 Westech Dr	22-27-53	I-1	Condo	0
13 Westech Dr	22-27-13	I-1	Condo	0
83 Westech Dr	22-27-83	I-1	Condo	0
56 Westech Dr	22-27-56	I-1	Condo	0
Westford Rd	22-27A	I-1	Land- Industrial	2.78
Dunstable Rd	22-3	I-1	Potential	0.91
156 Westford Rd	22-7	B-3	Land-Commercial	0.32
400 Dunstable Rd	22-9	B-3	Apts. >8	2.00
Westford Rd/Route 3	21-X	I-1	Exit ramps	10.79
Westford Rd/Route 3	21-Y	R-1	Exit ramps	12.74
TOTAL	60 parcels			614.60

Table B-3: East Tyngsborough Study Area - Zoning and Land Use Inventory

Address	Lot	Zoning	Land Use	Acreage
2 Curtis Rd	20-107	R-1/R-3	Single-family	2.52
9 Indian Lane	20-109	R-1/R-3	Single-family	4.13
11 Indian Lane	20-110	R-3	Single-family	1.06
7 Indian Lane	20-110-1	R-3	Single-family	1.01
3 Indian Lane	20-110-2	R-3	Single-family	1.01
25 Sherburne Av	20-115	R-3	Single-family	0.70
21 Sherburne Av	20-116	R-3	Single-family	1.11
17 Sherburne Av	20-117	B-1/R-3	Single-family	2.82
11 Sherburne Av	20-118	B-1/R-3	Single-family	1.01
13 Sherburne Av	20-118A	B-1/R-3	Single-family	1.02
7 Sherburne Av	20-119	B-1	Single-family	1.00
Pawtucket Blvd	20-60-1	B-1	Service center	0.43
Frost Rd	20-60-2	B-1	Service center	0
Frost Rd	20-60-3	B-1	Service center	0
Frost Rd	20-60-4	B-1	Service center	0
Pawtucket Blvd	20-60-5	B-1	Service center	0
8 Pawtucket Blvd	20-61	B-1	Municipal	0.60
10 Pawtucket Blvd	20-62	B-1	Municipal	0.22
12 Pawtucket Blvd	20-63	B-1/R-3	Office	0.58
16 Pawtucket Blvd	20-64	B-1/R-3	Single-family	1.47
18 Pawtucket Blvd	20-65	R-3	Single-family	0.64
24 Pawtucket Blvd	20-66	R-3	Single-family	0.47
26 Pawtucket Blvd	20-67	R-3	Multi Housing	1.60
Sherburne Av	20-67A	R-3	Undeveloped	0.52
30 Pawtucket Blvd	20-68	R-3	Single-family	1.50
36 Pawtucket Blvd	20-68A	R-3	Land	6.04
40 Pawtucket Blvd	20-69	R-3	Single-family	0.22
44 Pawtucket Blvd	20-70	R-3	Single-family	0.81
Pawtucket Blvd	20-72A-31	R-3	Condo	6.67
Pawtucket Blvd	20-72A-32	R-3	Condo	0
Pawtucket Blvd	20-72A-33	R-3	Condo	0
Pawtucket Blvd	20-72A-34	R-3	Condo	0
Pawtucket Blvd	20-72A-35	R-3	Condo	0
Pawtucket Blvd	20-72A-36	R-3	Condo	0
Pawtucket Blvd	20-72A-37	R-3	Condo	0
Pawtucket Blvd	20-72A-38	R-3	Condo	0
Pawtucket Blvd	20-72A-39	R-3	Condo	0
Pawtucket Blvd	20-72A-40	R-3	Condo	0
2 Frost Rd	20-86	R-1	Single-family	0.75
4 Parker Lane	20-87	R-1	Single-family	2.00
Parker Lane	20-88	R-1	Potential	0.57
6 Parker Lane	20-89	R-1	Single-family	0.84

Table B-3: East Tyngsborough Study Area - Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
8 Parker Lane	20-90	R-1	Single-family	1.46
10 Parker Lane	20-91	R-1	Single-family	1.00
Frost Rd	20-93	R-1	Municipal	7.00
22 Frost Rd	20-94	R-1	Single-family	0.47
47 Pawtucket Blvd	20-75	R-1	Single-family	1.32
Pawtucket Blvd	20-76	R-1	Undeveloped	0.46
Pawtucket Blvd	20-0	R-1	Undeveloped	0.17
29 Pawtucket Blvd	20-79	R-1	Undeveloped	0.30
19 Pawtucket Blvd	20-80	R-1	Undeveloped	0.34
Pawtucket Blvd	20-82	R-1	Undeveloped	0.21
Pawtucket Blvd	20-82A	R-1	Undeveloped	0.13
15 Pawtucket Blvd	20-83	R-1	Undeveloped	0.13
11 Pawtucket Blvd	20-84	R-1	Undeveloped	0.17
1 Pawtucket Blvd	20-85	R-1	Common Warehouse	0.85
TOTAL	43 Parcels			57.33

Table B-4: Kendall Rd./Cummings Rd. Study Area – Zoning and Land Use Inventory

Address	Lot	Zoning	Land Use	Acreage
178 Kendall Rd	12-1	R-1	Single-family	1.00
10 Old Kendall Rd	12-10	R-1	Single-family	1.20
8 Old Kendall Rd	12-11	I-1	Single-family	1.07
6 Old Kendall Rd	12-11A	R-1	Single-family	1.01
4 Old Kendall Rd	12-12	R-1	Single-family	0.87
100 Business Park Dr	12-13	R-1/I-1	Factory	19.95
183 Kendall Rd	12-13A	R-1/I-1	Single-family	1.01
191 Kendall Rd	12-13B	R-1/I-1	Single-family	4.60
182 Kendall Rd	12-2	R-1	Single-family	0.96
186 Kendall Rd	12-3	R-1	Single-family	0.64
190 Kendall Rd	12-4	R-1	Elec. Right of way	0.63
400 Business Park Dr	12-5	R-1/I-1	R&D building	6.21
187 Kendall Rd	12-8	R-1/I-1	Single-family	0.67
177 Kendall Rd	12-9	R-1/I-1	Single-family	2.00
Kendall Rd/Route 3	13-0	I-1	Exit ramps	12.87
94 Kendall Rd	13-1	B-2/I-1	Single-family	1.00
7 Cummings Rd	13-10	R-1	Single-family	0.57
2 Cummings Rd	13-11	R-1	Single-family	1.52
4 Cummings Rd	13-12	I-1	Commercial warehouse	1.03
6 Cummings Rd	13-13	R-1/I-1	Commercial warehouse	4.44
20 Cummings Rd	13-14	I-1	Factory	5.71
26 Cummings Rd	13-15	I-1	Factory	8.26
44 Cummings Rd	13-18	I-1/B-4	Single-family	4.07
30 Cummings Rd	13-18A	I-1	Single-family	0.79
Cummings Rd	13-19-1	I-1/B-4	State protected	6.80
98 Kendall Rd	13-2	B-2/I-1	Land-Industrial	36.16
40 Cummings Rd	13-20	I-1	Single-family	2.04
Cummings Rd	13-21-1	R-1/B-4	State protected	4.97
56 Cummings Rd	13-22	R-1/B-4	Single-family	1.48
33 Cummings Rd	13-23	R-1/B-4	Pasture	12.00
39 Cummings Rd	13-23A	R-1	Single-family	1.00
41 Cummings Rd	13-24	R-1	Single-family	0.50
11 Cummings Rd	13-25	R-1/I-1	Multi-housing	38.00
123 Kendall Rd	13-28	I-1	Single-family	0.94
115 Kendall Rd	13-29	I-1	Single-family	1.68
116 Kendall Rd	13-3	I-1	Land-Industrial	17.97
99 Kendall Rd	13-30-1	I-1	State-other	6.60
2 Old Kendall Rd	13-34	R-1	Two-family	1.04
6 Progress Av	13-35	I-1	Land-Industrial	3.13
12 Progress Av	13-36	I-1	Industrial warehouse	4.18
18 Progress Av	13-37	I-1	Land-Industrial	8.86

Table B-4: Kendall Rd./Cummings Rd. Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
24 Progress Av	13-38	I-1	Land-Industrial	1.93
30 Progress Av	13-39	I-1	Industrial warehouse	1.92
132 Kendall Rd	13-4	I-1	Undeveloped	0.36
36 Progress Av	13-40	I-1	Land-Industrial	1.85
42 Progress Av	13-41	I-1	Land-Industrial	1.85
4 Trader Cr	13-42	I-1	Land-Industrial	2.39
8 Trader Cr	13-43	R-1/I-1	Industrial warehouse	3.34
5 Trader Cr	13-44	R-1/I-1	Land-Industrial	2.34
66 Progress Av	13-45	R-1/I-1	Land-Industrial	1.87
72 Progress Av	13-46	I-1/B-4	Land-Industrial	2.01
78 Progress Av	13-47	I-1/B-4	Factory	1.84
86 Progress Av	13-48	I-1/B-4	Factory	2.03
90 Progress Av	13-49	R-1/B-4	Industrial warehouse	3.28
Kendall Rd	13-5	I-1	Municipal	0.29
Progress Av	13-50-1	I-1/B-4	Office condo	1.84
Progress Av	13-50-2	I-1/B-4	Municipal	0
Progress Av	13-50-3	I-1/B-4	Office condo	0
73 Progress Av	13-51	I-1/B-4	Industrial office	2.01
61 Progress Av	13-52	I-1/B-4	Land-Industrial	3.29
31 Progress Av	13-53	I-1	Factory	5.15
11 Progress Av	13-55	I-1	Land-Industrial	2.22
5 Progress Av	13-56	I-1	Factory	1.84
Route 3	13-6	I-1	Chapter 61 land	11.02
3 Cummings Rd	13-8	R-1	Single-family	0.26
1 Cummings Rd	13-8A	R-1	Single-family	0.72
Kendall Rd	13-9	R-1	Undeveloped	8.36
76 Cummings Rd	14-13	R-1	Land	2.79
525 Dunstable Rd	14-14	R-1	Land	18.44
Cummings Rd	14-14A	R-1	Undeveloped	0.63
Cummings Rd	14-15	R-1	Undeveloped	10.15
Dunstable Rd	14-16	R-1	Undeveloped	32.00
Cummings Rd	14-17	R-1/I-1	State protected	2.97
Route 3	14-18	R-1/I-1	State protected	2.48
Dunstable Rd	14-21	R-1	Chapter 61 land	4.68
Dunstable Rd	14-21-1	R-1	Undeveloped	8.42
Dunstable Rd	14-22	R-1	Chapter 61 land	18.31
Dunstable Rd	14-22-1	R-1	State protected	2.09
Dunstable Rd	14-26-1	R-1	Undeveloped	1.27
70 Kendall Rd	20-10	B-2	Undeveloped	0.06
Kendall Rd	20-11	B-2	Undeveloped	0.37
Kendall Rd	20-12	B-2	Undeveloped	0.86

Table B-4: Kendall Rd./Cummings Rd. Study Area – Zoning and Land Use Inventory (cont'd)

Address	Lot	Zoning	Land Use	Acreage
87 Kendall Rd	20-126	I-1	Municipal	4.60
78 Kendall Rd	20-13	B-2	Single-family	2.00
82 Kendall Rd	20-14	B-2	Undeveloped	0.46
80 Kendall Rd	20-15	B-2	Single-family	0.56
84 Kendall Rd	20-16	B-2/I-1	Land	26.96
86 Kendall Rd	20-17	B-2	Single-family	1.00
88 Kendall Rd	20-18	B-2	Single-family	1.00
90 Kendall Rd	20-19	B-2	Auto repair	2.00
1 Flint Rd	20-2	B-2	Single-family	0.89
85 Kendall Rd	20-20	I-1	Single-family	0.70
81 Kendall Rd	20-23	B-2	Single-family	1.00
77 Kendall Rd	20-24	B-2	Two-family	1.50
75 Kendall Rd	20-25	B-2	Single-family	1.63
69 Kendall Rd	20-26	B-2	Single-family	1.60
63 Kendall Rd	20-27	B-2	Single-family	1.23
67 Kendall Rd	20-27A	B-2	Single-family	1.23
51 Kendall Rd	20-28	B-2	Multi-housing	2.16
45 Kendall Rd	20-29	B-2	Single-family	1.04
23 Kendall Rd	20-30	B-2	Church	1.58
9 Kendall Rd	20-31	B-2	Single-family	1.82
54 Kendall Rd	20-4	B-2	3-family	2.19
62 Kendall Rd	20-5	B-2	Single-family	0.27
64 Kendall Rd	20-6	B-2	Two-family	0.56
66 Kendall Rd	20-7	B-2	Single-family	0.45
70 Kendall Rd	20-8	B-2	Two-family	1.20
76 Kendall Rd	20-9	B-2	Single-family	0.44
16 Kendall Rd	20A-10	B-2	Single-family	0.15
18 Kendall Rd	20A-11	B-2	Single-family	0.21
20 Kendall Rd	20A-12	B-2	Single-family	0.32
Kendall Rd	20A-14	B-2	Municipal	0.19
36 Kendall Rd	20A-17	B-2	Apt. 4-8	0.50
48 Kendall Rd	20A-18	B-2/R-1	Telephone Exchange	2.29
Kendall Rd	20A-29A	B-2	Land	0.25
26 Kendall Rd	20A-55	B-2	Municipal	0.52
10 Kendall Rd	20A-56	B-2	Municipal	0.20
4 Kendall Rd	20A-8	B-2	Municipal	0.25
12 Kendall Rd	20A-9	B-2	Two-family	0.23
TOTAL	117 parcels			464.14

Table B-5: Sycamore Networks/BU Study Area – Zoning and Land Use Inventory

Address	Lot	Zoning	Land Use	Acreage
50 Westford Rd	21-23-1	B-3/I-1	Accessory land	102.31
24 Old Tyng Rd	22-26	R-1/I-1	Chapter 61 land	118.09
72 Tyng Rd	28-63	R-1	Private School	177.27
TOTAL	3 parcels			397.67

Appendix C

Zoning Breakdown by Study Area

Table C-1: Middlesex Road Study Area Zoning Breakdown

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-3 Zoned Parcels				
404 MIDDLESEX RD	11-1-A1	I-1/B-3	Retail Condo	1.60
404 MIDDLESEX RD	11-1-A2	I-1/B-3	Retail Condo	0
404 MIDDLESEX RD	11-1-B1	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-B2	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-C1	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-C2	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-D1	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-D2	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-E1	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-E2	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-F1	I-1/B-3	Office Condo	0
404 MIDDLESEX RD	11-1-F2	I-1/B-3	Office Condo	0
406 MIDDLESEX RD	11-2	I-1/B-3	Land - Commercial	25.00
426 MIDDLESEX RD	11-4	I-1/B-3	Service station	1.99
440 MIDDLESEX RD	11-5	I-1/B-3	Shopping Center	30.01
ROUTE 3	11-6	I-1/B-3	Comm. of Mass.	6.38
LOCUST AVE	12-43	I-1/B-3	Chapter 61 land	62.18
338 MIDDLESEX RD	12-49A	I-1/B-3	Single-family	0.55
101 PONDVIEW PL	12-51-101	I-1/B-3	Condo	14.70
102 PONDVIEW PL	12-51-102	I-1/B-3	Condo	0
103 PONDVIEW PL	12-51-103	I-1/B-3	Condo	0
104 PONDVIEW PL	12-51-104	I-1/B-3	Condo	0
105 PONDVIEW PL	12-51-105	I-1/B-3	Condo	0
201 PONDVIEW PL	12-51-201	I-1/B-3	Condo	0
202 PONDVIEW PL	12-51-202	I-1/B-3	Condo	0
203 PONDVIEW PL	12-51-203	I-1/B-3	Condo	0
204 PONDVIEW PL	12-51-204	I-1/B-3	Condo	0
205 PONDVIEW PL	12-51-205	I-1/B-3	Condo	0
301 PONDVIEW PL	12-51-301	I-1/B-3	Condo	0
302 PONDVIEW PL	12-51-302	I-1/B-3	Condo	0
303 PONDVIEW PL	12-51-303	I-1/B-3	Condo	0
304 PONDVIEW PLACE	12-51-304	I-1/B-3	Condo	0
401 PONDVIEW PL	12-51-401	I-1/B-3	Condo	0
402 PONDVIEW PL	12-51-402	I-1/B-3	Condo	0
403 PONDVIEW PL	12-51-403	I-1/B-3	Condo	0
404 PONDVIEW PL	12-51-404	I-1/B-3	Condo	0
405 PONDVIEW PL	12-51-405	I-1/B-3	Condo	0
501 PONDVIEW PL	12-51-501	I-1/B-3	Condo	0
502 PONDVIEW PL	12-51-502	I-1/B-3	Condo	0
503 PONDVIEW PL	12-51-503	I-1/B-3	Condo	0

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
504 PONDVIEW PL	12-51-504	I-1/B-3	Condo	0
505 PONDVIEW PL	12-51-505	I-1/B-3	Condo	0
304 MIDDLESEX RD	19-1A	I-1/B-3	Land - Commercial	2.97
316 MIDDLESEX RD	19-4	I-1/B-3	Municipal	2.50
324 MIDDLESEX RD	19-5	I-1/B-3	Land - Commercial	15.86
346 MIDDLESEX RD	19-6	I-1/B-3	Single-family	3.45
352 MIDDLESEX RD	19-7	I-1/B-3	Land - Commercial	6.72
1 CENTERCREST	21-9-1	B-3/I-1	Condo Townhouse	7.93
10 CENTERCREST	21-9-10	B-3/I-1	Condo Townhouse	0
11 CENTERCREST	21-9-11	B-3/I-1	Condo Townhouse	0
12 CENTERCREST	21-9-12	B-3/I-1	Condo Townhouse	0
13 CENTERCREST	21-9-13	B-3/I-1	Condo Townhouse	0
14 CENTERCREST	21-9-14	B-3/I-1	Condo Townhouse	0
15 CENTERCREST	21-9-15	B-3/I-1	Condo Townhouse	0
16 CENTERCREST	21-9-16	B-3/I-1	Condo Townhouse	0
17 CENTERCREST	21-9-17	B-3/I-1	Condo Townhouse	0
18 CENTERCREST DR	21-9-18	B-3/I-1	Condo Townhouse	0
19 CENTERCREST DR	21-9-19	B-3/I-1	Condo Townhouse	0
20 CENTERCREST DR	21-9-20	B-3/I-1	Condo Townhouse	0
21 CENTERCREST DR	21-9-21	B-3/I-1	Condo Townhouse	0
22 CENTERCREST DR	21-9-22	B-3/I-1	Condo Townhouse	0
23 CENTERCREST DR	21-9-23	B-3/I-1	Condo Townhouse	0
24 CENTERCREST DR	21-9-24	B-3/I-1	Condo Townhouse	0
25 CENTERCREST DR	21-9-25	B-3/I-1	Condo Townhouse	0
26 CENTERCREST DR	21-9-26	B-3/I-1	Condo Townhouse	0
2 CENTERCREST DR	21-9-2	B-3/I-1	Condo Townhouse	0
3 CENTERCREST DR	21-9-3	B-3/I-1	Condo Townhouse	0
4 CENTERCREST DR	21-9-4	B-3/I-1	Condo Townhouse	0
5 CENTERCREST DR	21-9-5	B-3/I-1	Condo Townhouse	0
6 CENTERCREST DR	21-9-6	B-3/I-1	Condo Townhouse	0
7 CENTERCREST DR	21-9-7	B-3/I-1	Condo Townhouse	0
8 CENTERCREST DR	21-9-8	B-3/I-1	Condo Townhouse	0
9 CENTERCREST DR	21-9-9	B-3/I-1	Condo Townhouse	0
			Total	181.84
14 parcels comprising 181.84 acres are zoned I-1/B-3				

Table C-1: Middlesex Road Zoning Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-3 Zoned Parcels				
ROUTE 3	11-11	B-3	State protected	0.48
ROUTE 3	11-12	B-3	State protected	13.10
462 MIDDLESEX RD	11-13	B-3	Potentially developable	4.24
Address	Lot	Zoning	Land Use	Acreage
460 MIDDLESEX RD	11-14	B-3	Parking lot	1.01
459 MIDDLESEX RD	11-15	B-3	Land - Commercial	0.14
455 MIDDLESEX RD	11-16	B-3	Service station	0.13
451 MIDDLESEX RD	11-17	B-3	Single-family	0.94
441 MIDDLESEX RD	11-18	B-3	Parking lot	4.42
439 MIDDLESEX RD	11-19	B-3	Comm. of Mass.	0.21
435 MIDDLESEX RD	11-20	B-3	Parking lot	30.31
431 MIDDLESEX RD	11-21	B-3	Restaurant/Bar	1.50
425 MIDDLESEX RD	11-22	B-3	Auto repair	0.62
413 MIDDLESEX RD	11-23	B-3	Restaurant/Bar	10.26
409 MIDDLESEX RD	11-24	B-3	Land - Commercial	0.83
MIDDLESEX RD	11-25	B-3	Undeveloped	0.19
405 MIDDLESEX RD	11-26	B-3	Single-family	0.54
397 MIDDLESEX RD	11-27	B-3	Auto repair	1.55
405 MIDDLESEX RD	11-28	B-3	Undeveloped	0.07
395 MIDDLESEX RD	11-29	B-3	Elec. right of way	25.33
422 MIDDLESEX RD	11-3	B-3	Land - Commercial	3.98
394 MIDDLESEX RD	12-35	B-3	Kennel	2.76
398 MIDDLESEX RD	12-35A	B-3	Electric right of way	3.04
386 MIDDLESEX RD	12-36	B-3	Restaurant/Bar	2.26
384 MIDDLESEX RD	12-37	B-3	Restaurant/Bar	0.47
375 MIDDLESEX RD	12-39	B-3	Municipal	0.48
371 MIDDLESEX RD	12-40	B-3	Undeveloped	0.92
370 MIDDLESEX RD	12-41	B-3	Service station	2.34
378 MIDDLESEX RD	12-42	B-3	Restaurant/Bar	0.79
380 MIDDLESEX RD	12-42A	B-3	Land - Commercial	2.87
1 PONDVIEW PLACE	12-51B-1	B-3	Office Condo	2.80
10 PONDVIEW PLACE	12-51B-10	B-3	Office Condo	0
11 PONDVIEW PLACE	12-51B-11	B-3	Office Condo	0
12 PONDVIEW PLACE	12-51B-12	B-3	Office Condo	0
13 PONDVIEW PLACE	12-51B-13	B-3	Office Condo	0
14 PONDVIEW PLACE	12-51B-14	B-3	Office Condo	0
15 PONDVIEW PLACE	12-51B-15	B-3	Office Condo	0
16 PONDVIEW PLACE	12-51B-16	B-3	Office Condo	0
17 PONDVIEW PLACE	12-51B-17	B-3	Office Condo	0
2 PONDVIEW PLACE	12-51B-2	B-3	Office Condo	0
3 PONDVIEW PLACE	12-51B-3	B-3	Office Condo	0

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
4 PONDVIEW PLACE	12-51B-4	B-3	Office Condo	0
5 PONDVIEW PLACE	12-51B-5	B-3	Office Condo	0
6 PONDVIEW PLACE	12-51B-6	B-3	Office Condo	0
7 PONDVIEW PLACE	12-51B-7	B-3	Office Condo	0
8 PONDVIEW PLACE	12-51B-8	B-3	Office Condo	0
9 PONDVIEW PLACE	12-51B-9	B-3	Office Condo	0
298 MIDDLESEX RD	19-1	B-3	Single-family	1.00
293 MIDDLESEX RD	19-10	B-3	Potential	0.25
306 MIDDLESEX RD	19-1B	B-3	Potential	0.30
310 MIDDLESEX RD	19-2	B-3	Municipal	1.00
312 MIDDLESEX RD	19-3	B-3	Municipal	0.50
18 PONDVIEW PL	19-51A	B-3	Shopping Center	1.46
361 MIDDLESEX RD	19-8A	B-3	Restaurant/Bar	2.09
353 MIDDLESEX RD	19-8I	B-3	Office	0.95
176 MIDDLESEX RD	21-12	B-3	Store	1.04
156 MIDDLESEX RD	21-29	B-3	Land-Commercial	0.23
158 MIDDLESEX RD	21-30	B-3	Land-Commercial	1.03
164 MIDDLESEX RD	21-31	B-3	Land-Commercial	0.26
168 MIDDLESEX RD	21-32	B-3	Store	0.47
MIDDLESEX RD	21-37	B-3	Elec. Substation	2.10
166 MIDDLESEX RD	21-42	B-3	Land-Commercial	0.88
			Total	132.14
45 Parcels comprising 132.14 acres are zoned B-3				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-3 Zoned Parcels				
22 LOCUST AVE	12-27*	I-1	Municipal	11.74
LOCUST AVE	12-28*	I-1	Elec. right of way	2.80
LOCUST AVE	12-29*	I-1	Municipal	0.71
ROUTE 3	12-29A*	I-1	Potentially developable	54.92
54 LOCUST AVE	12-32*	I-1	Multiple houses	24.40
60 LOCUST AVE	12-33*	I-1	Single-family	1.03
23 LOCUST AVE	12-44	I-1	Undevelopable land	1.60
KENDALL RD	12-46	I-1	Undevelopable land	1.70
342 MIDDLESEX RD	12-49	I-1	Single-family	4.56
93 KENDALL RD	13-30	I-1	Sand and Gravel	56.60
4 BRYANTS LN	20-21	I-1	Municipal	15.12
142 MIDDLESEX RD	21-22	I-1	Single-family	0.96
111 MIDDLESEX RD	27-1	I-1	Single-family/Land-Industrial	2.07
115 MIDDLESEX RD	27-1-1	I-1	Land-Industrial	12.03
95 MIDDLESEX RD	27-2	I-1	Land-Industrial	8.24
MIDDLESEX RD	27-3	I-1	Apt. 4-8	1.13

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	
65 MIDDLESEX RD	27-4	I-1	Factory	17.70
59 MIDDLESEX RD	28-104	I-1	Two-family	1.27
5 BRIDGEVIEW CIR	28-105-27*	I-1	Garden-style condo	4.63
5 BRIDGEVIEW CIR	28-105-33	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-39	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-45	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-51	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-57	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-13	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-21	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-5	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-25	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-29	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-31	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-35	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-37	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-41	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-43	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-47	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-50	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-54	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-56	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-60	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-10	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-16	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-18	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-24	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-7	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-8	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-9	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-11	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-12	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-19	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-20	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-3	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-4	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-23	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-48	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-28	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-34	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-40	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-46	I-1	Garden-style condo	0

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
5 BRIDGEVIEW CIR	28-105-52	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-58	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-14	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-22	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-6	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-26	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-30	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-32	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-36	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-38	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-42	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-44	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-49	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-53	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-55	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-59	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-1	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-15	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-17	I-1	Garden-style condo	0
5 BRIDGEVIEW CIR	28-105-2	I-1	Garden-style condo	0
2 BRIDGEVIEW CIR	28-105A	I-1	Office	0.99
1 BRIDGEVIEW CIR	28-105B-1	I-1	Office condo	0.99
1 BRIDGEVIEW CIR	28-105B-10	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-11	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-12	I-1	Charity	0
1 BRIDGEVIEW CIR	28-105B-13	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-14	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-15	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-16	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-2	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-3	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-4	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-5	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-6	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-7	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-8	I-1	Office condo	0
1 BRIDGEVIEW CIR	28-105B-9	I-1	Office condo	0
47 MIDDLESEX RD	28-106	I-1	Single-family	1.70
45 MIDDLESEX RD	28-107	I-1	Store	3.50
39 MIDDLESEX RD	28-108	I-1	Auto repair	1.63
33 MIDDLESEX RD	28-109-3	I-1	Garage condo	1.29
33 MIDDLESEX RD	28-109-6	I-1	Garage condo	0

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
33 MIDDLESEX RD	28-109-1	I-1	Garage condo	0
33 MIDDLESEX RD	28-109-2	I-1	Garage condo	0
33 MIDDLESEX RD	28-109-8	I-1	Garage condo	0
29 MIDDLESEX RD	28-110	I-1	Auto repair	1.58
23 MIDDLESEX RD	28-111	I-1	Commercial warehouse	2.35
MIDDLESEX RD	28-39	I-1	Potential	0.71
3 MIDDLESEX RD	28-77	I-1	Auto repair	0.64
7 MIDDLESEX RD	28-77A	I-1	Auto supply store	1.42
5 MIDDLESEX RD	28-77B	I-1	Industrial warehouse	1.04
1 MIDDLESEX RD	28-77C	I-1	Potential	0.51
			Total	241.56
32 parcels comprising 241.56 acres are zoned I-1				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: R-1/B-3 Zoned Parcels				
383 MIDDLESEX RD	12-38	R-1/B-3	Golf	42.53
127 FARWELL RD	19-24	R-1/B-3	Single-family	1.00
355 MIDDLESEX RD	19-8	R-1/B-3	Ice skating rink/Undeveloped	9.20
347 MIDDLESEX RD	19-9	R-1/B-3	Greenhouse	11.09
315 MIDDLESEX RD	19-9-1	B-3/R-1	Shopping Center	7.80
			Total	71.62
5 parcels comprising 71.62 acres are zoned R1/B-3				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-2/B-3 Zoned Parcels				
289 MIDDLESEX RD	19-11	B-2/B-3	Single-family	0.50
292 MIDDLESEX RD	20-40	B-2/B-3	Land - Commercial	2.00
285 MIDDLESEX RD	20-41	B-2/B-3	Single-family	1.00
			Total	3.50
3 parcels comprising 3.5 acres are zoned B-2/B-3				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-2 Zoned Parcels				
220 MIDDLESEX RD	20-127	B-2	State protected	0.90
198 MIDDLESEX RD	20-1B	B-2	Housing	5.03
250 MIDDLESEX RD	20-30A	B-2	Municipal	5.20
260 MIDDLESEX RD	20-32	B-2	Apt. 4-8	2.20
266 MIDDLESEX RD	20-33	B-2	Single-family	0.96
0 MIDDLESEX RD	20-34	B-2	Undeveloped	0.04
272 MIDDLESEX RD	20-35	B-2	Single-family	0.23
276 MIDDLESEX RD	20-36	B-2	Single-family	0.81
282 MIDDLESEX RD	20-37	B-2	Single-family	5.45

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
25 BRYANTS LN	20-38	B-2	Municipal	9.00
290 MIDDLESEX RD	20-39	B-2	Undeveloped	0.05
3 BRYANTS LN	20-22	B-2	Single-family	0.57
261 MIDDLESEX RD	20-45	B-2	Single-family	0.75
259 MIDDLESEX RD	20-46	B-2	Single-family	0.38
257 MIDDLESEX RD	20-47	B-2	Service station	0.34
253 MIDDLESEX RD	20-48	B-2	Office	0.69
1 FARWELL RD	20-58	B-2	Store	2.30
1 FERRY LN	20-59	B-2	Single-family	0.26
175 MIDDLESEX RD	20A-1	B-2	Comm. of Mass.	2.00
216 MIDDLESEX RD	20A-4	B-2	Single-family	0.84
214 MIDDLESEX RD	20A-5	B-2	Church	0.24
MIDDLESEX RD	20A-57	B-2	Municipal	0.23
MIDDLESEX RD	20A-58	B-2	Municipal	0.23
141 MIDDLESEX RD	21-13-12	B-2	Office condo	1.39
141 MIDDLESEX RD	21-13-1	B-2	Office condo	0
141 MIDDLESEX RD	21-13-4	B-2	Office condo	0
141 MIDDLESEX RD	21-13-7	B-2	Office condo	0
141 MIDDLESEX RD	21-13-10	B-2	Office condo	0
141 MIDDLESEX RD (cont.)	21-13-11	B-2	Office condo	0
141 MIDDLESEX RD	21-13-5	B-2	Office condo	0
141 MIDDLESEX RD	21-13-6	B-2	Office condo	0
141 MIDDLESEX RD	21-13-8	B-2	Office condo	0
141 MIDDLESEX RD	21-13-9	B-2	Office condo	0
141 MIDDLESEX RD	21-13-3	B-2	Office condo	0
			Total	40.09
24 parcels comprising 40.09 acres are zoned B-2				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-2/R-1 Zoned Parcels				
273 MIDDLESEX RD	20-42	B-2/R-1	Greenhouse	3.92
269 MIDDLESEX RD	20-43	B-2/R-1	Office	1.21
265 MIDDLESEX RD	20-44	B-2/R-1	Single-family	0.90
3 FARWELL RD	20-57	B-2/R-1	Single-family	0.65
			Total	6.68
4 parcels comprising 6.68 acres are zoned B-2/R-1				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-2/I-1 Zoned Parcels				
135 MIDDLESEX RD	21-14	B-2/I-1	Land-Industrial	4.14
			Total	4.14
1 parcel comprising 4.14 acres is zoned B-2/I-1				

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-1 Zoned Parcels				
114 MIDDLESEX RD	21-15	B-1	Single-family	1.00
27 OLD TYNG RD	21-15A	B-1	Church	1.37
116 MIDDLESEX RD	21-16	B-1	Single-family	0.85
120 MIDDLESEX RD	21-17	B-1	Single-family	1.89
122 MIDDLESEX RD	21-18	B-1	Commercial warehouse	0.64
130 MIDDLESEX RD	21-19	B-1	Shopping Center	1.95
47 OLD TYNG RD	21-19A	B-1	Single-family	0.76
134 MIDDLESEX RD	21-20	B-1	Single-family	0.45
138 MIDDLESEX RD	21-21	B-1	Store	0.57
90 MIDDLESEX RD	27-8	B-1	Land-Commercial	1.15
104 MIDDLESEX RD	27-9	B-1	Apt. 4-8	0.47
21 OLD TYNG RD	27-9-1	B-1	Land	0.50
44 MIDDLESEX RD	28-101	B-1	Single-family	0.27
46 MIDDLESEX RD	28-101-1	B-1	Single-family	0.48
48 MIDDLESEX RD	28-101-2	B-1	Single-family	0.32
50 MIDDLESEX RD	28-101A	B-1	Single-family	0.44
52 MIDDLESEX RD	28-102	B-1	Single-family	1.15
NEWARK ST	28-82	B-1	Potential	0.28
1 TYNG RD	28-89	B-1	Single-family	0.39
4 MIDDLESEX RD	28-90	B-1	Single-family	1.05
10 MIDDLESEX RD	28-91	B-1	Two-family	0.77
MIDDLESEX RD	28-92	B-1	Municipal	0.28
14 MIDDLESEX RD	28-93	B-1	Land-Commercial	0.28
18 MIDDLESEX RD	28-94	B-1	Single-family	0.84
24 MIDDLESEX RD	28-95	B-1	Restaurant/Bar	0.58
1 FIRST ST	28-96	B-1	Two-family	0.79
32 MIDDLESEX RD	28-97	B-1	Single-family	1.14
36 MIDDLESEX RD	28-98	B-1	Single-family	1.21
40 MIDDLESEX RD	28-99	B-1	Single-family	1.27
			Total	23.14
29 parcels comprising 23.14 acres are zoned B-1				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: R-1 Zoned Parcels				
MIDDLESEX RD	27-5	R-1	Private School	1.01
MIDDLESEX RD	27-5A	R-1	Municipal	0.46
TYNG RD	27-5B	R-1	Municipal	0.03
84 MIDDLESEX RD	27-6	R-1	Single-family	0.50
			Total	2.00
4 parcels comprising 2 acres are zoned R-1				

Table C-1: Middlesex Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-1/R-1 Zoned Parcels				
86 MIDDLESEX RD	27-6A	B-1/R-1	Land-Commercial	0.06
			Total	0.06
1 parcel comprising .06 acres is zoned B-1/R-1				

Address	Lot	Zoning	Land Use	Acreage
Middlesex Road Study Area: B-1/R-2 Zoned Parcels				
60 MIDDLESEX RD	28-103	B-1/R-2	Single-family	1.07
65 TYNG RD	28-64	B-1/R-2	Land-Commercial	4.22
			Total	5.29
2 parcels comprising 5.29 acres are zoned B-1/R-2				

Table C-2: Westford Road Study Area Zoning Breakdown

Address	Lot	Zoning	Land Use	Acreage
Westford Road Study Area: I-1 Zoned Parcels				
KENDALL RD	13-33	I-1	State protected	81.97
KENDALL RD	14-20	I-1	Undeveloped	5.40
ROUTE 3	14-20A	I-1	Undeveloped	2.20
6 INDUSTRIAL WY	21-2	I-1	Land-Industrial	3.47
2 INDUSTRIAL WY	21-2A	I-1	Industrial warehouse	4.41
1 INDUSTRIAL WY	21-2B	I-1	Industrial office	1.71
3 INDUSTRIAL WY	21-2C	I-1	Land-Industrial	2.35
5 INDUSTRIAL WY	21-2D	I-1	Municipal	3.11
8 INDUSTRIAL WY	21-2E	I-1	Auto repair	4.26
WESTFORD RD	21-2F	I-1	Land-Industrial	1.03
95 WESTFORD RD	21-3	I-1	Service station	2.59
99 WESTFORD RD	21-3B	I-1	Land-Commercial	2.29
81 WESTFORD RD	21-4	I-1	Target Range	2.00
90 WESTFORD RD	21-5	I-1	Lodge Bldg.	44.00
120 WESTFORD RD	22-1	I-1	Municipal	14.61
385 DUNSTABLE RD	22-2	I-1	Auto Repair	25.00
6 WESTECH DR	22-27-6	I-1	Condo	12.94
24 WESTECH DR	22-27-24	I-1	Condo	0
51 WESTECH DR	22-27-51	I-1	Condo	0
52 WESTECH DR	22-27-52	I-1	Condo	0
59 WESTECH DR	22-27-59	I-1	Condo	0
17 WESTECH DR	22-27-17	I-1	Condo	0
65 WESTECH DR	22-27-65	I-1	Condo	0
66 WESTECH DR	22-27-66	I-1	Condo	0
79 WESTECH DR	22-27-79	I-1	Condo	0
15 WESTECH DR	22-27-15	I-1	Condo	0
14 WESTECH DR	22-27-14	I-1	Condo	0
32 WESTECH DR	22-27-32	I-1	Condo	0
73 WESTECH DR	22-27-73	I-1	Condo	0
74 WESTECH DR	22-27-74	I-1	Condo	0
67 WESTECH DR	22-27-67	I-1	Condo	0
81 WESTECH DR	22-27-81	I-1	Condo	0
12 WESTECH DR	22-27-12	I-1	Condo	0
82 WESTECH DR	22-27-82	I-1	Condo	0
11 WESTECH DR	22-27-11	I-1	Condo	0
30 WESTECH DR	22-27-30	I-1	Condo	0
5 WESTECH DR	22-27-5	I-1	Condo	0
31 WESTECH DR	22-27-31	I-1	Condo	0
4 WESTECH DR	22-27-4	I-1	Condo	0
63 WESTECH DR	22-27-63	I-1	Condo	0
7 WESTECH DR	22-27-7	I-1	Condo	0

Table C-2: Westford Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
8 WESTECH DR	22-27-8	I-1	Condo	0
9 WESTECH DR	22-27-9	I-1	Condo	0
13 WESTECH DR	22-27-13	I-1	Condo	0
83 WESTECH DR	22-27-83	I-1	Condo	0
56 WESTECH DR	22-27-56	I-1	Condo	0
71 WESTECH DR	22-27-71	I-1	Condo	0
77 WESTECH DR	22-27-77	I-1	Condo	0
27 WESTECH DR	22-27-27	I-1	Condo	0
1 WESTECH DR	22-27-1	I-1	Condo	0
2 WESTECH DR	22-27-2	I-1	Condo	0
37 WESTECH DR	22-27-37	I-1	Condo	0
33 WESTECH DR	22-27-33	I-1	Condo	0
34 WESTECH DR	22-27-34	I-1	Condo	0
35 WESTECH DR	22-27-35	I-1	Condo	0
36 WESTECH DR	22-27-36	I-1	Condo	0
62 WESTECH DR	22-27-62	I-1	Condo	0
3 WESTECH DR	22-27-3	I-1	Condo	0
72 WESTECH DR	22-27-72	I-1	Condo	0
38 WESTECH DR	22-27-38	I-1	Condo	0
69 WESTECH DR	22-27-69	I-1	Condo	0
80 WESTECH DR	22-27-80	I-1	Condo	0
19 WESTECH DR	22-27-19	I-1	Condo	0
16 WESTECH DR	22-27-16	I-1	Condo	0
42 WESTECH DR	22-27-42	I-1	Condo	0
49 WESTECH DR	22-27-49	I-1	Condo	0
57 WESTECH DR	22-27-57	I-1	Condo	0
68 WESTECH DR	22-27-68	I-1	Condo	0
75 WESTECH DR	22-27-75	I-1	Condo	0
29 WESTECH DR	22-27-29	I-1	Condo	0
10 WESTECH DR	22-27-10	I-1	Condo	0
58 WESTECH DR	22-27-58	I-1	Condo	0
21 WESTECH DR	22-27-21	I-1	Condo	0
53 WESTECH DR	22-27-53	I-1	Condo	0
WESTFORD RD	22-27A	I-1	Land- Industrial	2.78
DUNSTABLE RD	22-3	I-1	Potential	0.91
WESTFORD RD/ROUTE 3	21-X	I-1	Exit ramps	10.79
			Total	227.82
20 parcels comprising 227.82 acres are zoned I-1				

Table C-2: Westford Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
Westford Road Study Area: B-3/R-3 Zoned Parcels				
177 WESTFORD RD	15-11	R-3/B-3	Single-Family	1.46
173 WESTFORD RD	15-12	R-3/B-3	Single-Family	1.12
170 WESTFORD RD	15-21-14	R-3/B-3	Single-Family	1.37
			Total	3.95
3 parcels comprising 3.95 acres are zoned B-3/R-3				

Address	Lot	Zoning	Land Use	Acreage
Westford Road Study Area: B-3 Zoned Parcels				
163 WESTFORD RD	15-14	B-3	Two-Family	1.90
161 WESTFORD RD	15-15	B-3	Single-Family	0.45
157 WESTFORD RD	15-16	B-3	Single-Family	0.60
155 WESTFORD RD	15-17	B-3	Single-Family	1.74
160 WESTFORD RD	15-18	B-3	Land-Commercial	0.30
162 WESTFORD RD	15-19	B-3	Single-Family	0.36
8 WESTFORD RD	15-20-8	B-3	Condo	2.21
3 WESTFORD RD	15-20-3	B-3	Condo	0
26 WESTFORD RD	15-20-26	B-3	Condo	0
14 WESTFORD RD	15-20-14	B-3	Condo	0
23 WESTFORD RD	15-20-23	B-3	Condo	0
10 WESTFORD RD	15-20-10	B-3	Condo	0
16 WESTFORD RD	15-20-16	B-3	Condo	0
25 WESTFORD RD	15-20-25	B-3	Condo	0
15 WESTFORD RD	15-20-15	B-3	Condo	0
12 WESTFORD RD	15-20-12	B-3	Condo	0
2 WESTFORD RD	15-20-2	B-3	Condo	0
4 WESTFORD RD	15-20-4	B-3	Condo	0
24 WESTFORD RD	15-20-24	B-3	Condo	0
1 WESTFORD RD	15-20-1	B-3	Condo	0
17 WESTFORD RD	15-20-17	B-3	Condo	0
11 WESTFORD RD	15-20-11	B-3	Condo	0
13 WESTFORD RD	15-20-13	B-3	Condo	0
9 WESTFORD RD	15-20-9	B-3	Condo	0
20 WESTFORD RD	15-20-20	B-3	Condo	0
6 WESTFORD RD	15-20-6	B-3	Condo	0
19 WESTFORD RD	15-20-19	B-3	Condo	0
22 WESTFORD RD	15-20-22	B-3	Condo	0
21 WESTFORD RD	15-20-21	B-3	Condo	0
18 WESTFORD RD	15-20-18	B-3	Condo	0
5 WESTFORD RD	15-20-5	B-3	Condo	0
7 WESTFORD RD	15-20-7	B-3	Condo	0
WESTFORD RD	15-21	B-3	Undeveloped	1.26

Table C-2: Westford Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
404 DUNSTABLE RD	15-27	B-3	Two-family	0.51
406 DUNSTABLE RD	15-28	B-3	Land-Residential	0.29
28 WESTFORD RD	21-38	B-3	Auto Repair	1.38
22 WESTFORD RD	21-8	B-3	Shopping Ctr.	0.66
20 WESTFORD RD	21-9A	B-3	Municipal	0.56
156 WESTFORD RD	22-7	B-3	Land-Commercial	0.32
400 DUNSTABLE RD	22-9	B-3	Apts. >8	2.00
Total				14.54
15 parcels comprising 14.54 acres are zoned B-3				

Address	Lot	Zoning	Land Use	Acreage
Westford Road Study Area: B-3/R-1 Zoned Parcels				
169 WESTFORD RD	15-13	R-1/B-3	Single-Family	21.87
408 DUNSTABLE RD	15-29	R-1/B-3	Single-Family	0.57
WESTFORD RD	15-31A	R-1/B-3	Potential	5.44
150 WESTFORD RD	22-23	R-1/B-3	Shopping Center	9.89
Total				37.77
4 parcels comprising 37.77 acres are zoned B-3				

Address	Lot	Zoning	Land Use	Acreage
Westford Road Study Area: R-1 Zoned Parcels				
410 DUNSTABLE RD	15-30	R-1	Single-Family	0.92
137 WESTFORD RD	15-72	R-1	Single-Family	46.20
403 DUNSTABLE RD	22-10	R-1	Auto repair	1.09
401 DUNSTABLE RD	22-11	R-1	Potential	3.58
WESTFORD RD	22-1A	R-1	Municipal	2.52
125 WESTFORD RD	22-1B	R-1	Municipal	1.90
135 WESTFORD RD	22-1C	R-1	Single-Family	11.89
WESTFORD RD/ROUTE 3	21-Y	R-1	Exit ramps	12.74
Total				80.84
8 parcels comprising 80.84 acres are zoned R-1				

Address	Lot	Zoning	Land Use	Acreage
Westford Road Study Area: B-2 Zoned Parcels				
1 WESTFORD RD	20-1A	B-2	Single-Family	0.40
5 WESTFORD RD	21-11	B-2	Single-Family	0.59
Total				0.99
2 parcels comprising 0.99 acres are zoned B-2				

Table C-2: Westford Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
<u>Westford Road Study Area: B-3/I-1 Zoned Parcels</u>				
100 POTASH HILL RD	21-23	B-3/I-1	Industrial office	4.58
300 POTASH HILL RD	21-23A	I-1/B-3	R & D building	7.30
			Total	11.88
<i>2 parcels comprising 11.88 acres are zoned B-3/I-1</i>				

Address	Lot	Zoning	Land Use	Acreage
<u>Westford Road Study Area: B-2/I-1 Zoned Parcels</u>				
MIDDLESEX RD	21-34	B-2/I-1	Private School	11.60
ROUTE 3	21-35	B-2/I-1	Recreational land	15.00
MIDDLESEX RD	21-36	B-2/I-1	Private School	8.18
180 MIDDLESEX RD	21-7	B-2/I-1	Private School	199.97
			Total	234.75
<i>4 parcels comprising 234.75 acres are zoned B-2/I-1</i>				

Address	Lot	Zoning	Land Use	Acreage
<u>Westford Road Study Area: R-3 Zoned Parcels</u>				
4 OLD STONEHILL RD	15-21-12	R-3	Single-Family	1.04
174 WESTFORD RD	15-21-13	R-3	Single-Family	1.02
			Total	2.06
<i>2 parcels comprising 2.06 acres are zoned R-3</i>				

Table C-3: East Tyngsborough Study Area Zoning Breakdown

Address	Lot	Zoning	Land Use	Acreage
East Tyngsborough Study Area: R-1/R-3 Zoned Parcels				
2 CURTIS RD	20-107	R-1/R-3	Single-family	2.52
9 INDIAN LN	20-109	R-1/R-3	Single-family	4.13
			Total	6.65
2 parcels comprising 6.65 acres are zoned R-1/R-3				

Address	Lot	Zoning	Land Use	Acreage
East Tyngsborough Study Area: R-3 Zoned Parcels				
11 INDIAN LN	20-110	R-3	Single-family	1.06
7 INDIAN LN	20-110-1	R-3	Single-family	1.01
3 INDIAN LN	20-110-2	R-3	Single-family	1.01
25 SHERBURNE AV	20-115	R-3	Single-family	0.70
21 SHERBURNE AV	20-116	R-3	Single-family	1.11
18 PAWTUCKET BLVD	20-65	R-3	Single-family	0.64
24 PAWTUCKET BLVD	20-66	R-3	Single-family	0.47
26 PAWTUCKET BLVD	20-67	R-3	Multi Housing	1.60
SHERBURNE AV	20-67A	R-3	Undeveloped	0.52
30 PAWTUCKET BLVD	20-68	R-3	Single-family	1.50
36 PAWTUCKET BLVD	20-68A	R-3	Land	6.04
40 PAWTUCKET BLVD	20-69	R-3	Single-family	0.22
44 PAWTUCKET BLVD	20-70	R-3	Single-family	0.81
PAWTUCKET BLVD	20-72A-31	R-3	Condo	6.67
PAWTUCKET BLVD	20-72A-32	R-3	Condo	0
PAWTUCKET BLVD	20-72A-33	R-3	Condo	0
PAWTUCKET BLVD	20-72A-34	R-3	Condo	0
PAWTUCKET BLVD	20-72A-35	R-3	Condo	0
PAWTUCKET BLVD	20-72A-36	R-3	Condo	0
PAWTUCKET BLVD	20-72A-37	R-3	Condo	0
PAWTUCKET BLVD	20-72A-38	R-3	Condo	0
PAWTUCKET BLVD	20-72A-39	R-3	Condo	0
PAWTUCKET BLVD	20-72A-40	R-3	Condo	0
			Total	23.36
14 parcels comprising 23.36 acres are zoned R-3				

Address	Lot	Zoning	Land Use	Acreage
East Tyngsborough Study Area: R-1 Zoned Parcels				
2 FROST RD	20-86	R-1	Single-family	0.75
4 PARKER LN	20-87	R-1	Single-family	2.00
PARKER LN	20-88	R-1	Potential	0.57
6 PARKER LN	20-89	R-1	Single-family	0.84
8 PARKER LN	20-90	R-1	Single-family	1.46
10 PARKER LN	20-91	R-1	Single-family	1.00

Table C-3: East Tyngsborough Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
FROST RD	20-93	R-1	Municipal	7.00
22 FROST RD	20-94	R-1	Single-family	0.47
47 PAWTUCKET BLVD	20-75	R-1	Single-family	1.32
PAWTUCKET BLVD	20-76	R-1	Undeveloped	0.46
PAWTUCKET BLVD	20-0	R-1	Undeveloped	0.17
29 PAWTUCKET BLVD	20-79	R-1	Undeveloped	0.30
19 PAWTUCKET BLVD	20-80	R-1	Undeveloped	0.34
PAWTUCKET BLVD	20-82	R-1	Undeveloped	0.21
PAWTUCKET BLVD	20-82A	R-1	Undeveloped	0.13
15 PAWTUCKET BLVD	20-83	R-1	Undeveloped	0.13
11 PAWTUCKET BLVD	20-84	R-1	Undeveloped	0.17
1 PAWTUCKET BLVD	20-85	R-1	Common Warehouse	0.85
			Total	18.17

18 parcels comprising 18.17 acres are zoned R-1

Address	Lot	Zoning	Land Use	Acreage
East Tyngsborough Study Area: B-1/R-3 Zoned Parcels				
17 SHERBURNE AV	20-117	B-1/R-3	Single-family	2.82
11 SHERBURNE AV	20-118	B-1/R-3	Single-family	1.01
13 SHERBURNE AV	20-118A	B-1/R-3	Single-family	1.02
12 PAWTUCKET BLVD	20-63	B-1/R-3	Office	0.58
16 PAWTUCKET BLVD	20-64	B-1/R-3	Single-family	1.47
			Total	6.90

5 parcels comprising 6.90 acres are zoned B-1/R-3

Address	Lot	Zoning	Land Use	Acreage
East Tyngsborough Study Area: B-1 Zoned Parcels				
7 SHERBURNE AV	20-119	B-1	Single-family	1.00
PAWTUCKET BLVD	20-60-1	B-1	Service center	0.43
FROST RD	20-60-2	B-1	Service center	0
FROST RD	20-60-3	B-1	Service center	0
FROST RD	20-60-4	B-1	Service center	0
PAWTUCKET BLVD	20-60-5	B-1	Service center	0
8 PAWTUCKET BLVD	20-61	B-1	Municipal	0.60
10 PAWTUCKET BLVD	20-62	B-1	Municipal	0.22
			Total	2.25

4 parcels comprising 2.25 acres are zoned B-1

Table C-4: Kendall Road/Cummings Road Study Area Zoning Breakdown

Address	Lot	Zoning	Land Use	
Kendall Rd./Cummings Rd. Study Area: R-1 Zoned Parcels				
178 KENDALL RD	12-1	R-1	Single-family	1.00
10 OLD KENDALL RD	12-10	R-1	Single-family	1.20
6 OLD KENDALL RD	12-11A	R-1	Single-family	1.01
4 OLD KENDALL RD	12-12	R-1	Single-family	0.87
182 KENDALL RD	12-2	R-1	Single-family	0.96
186 KENDALL RD	12-3	R-1	Single-family	0.64
190 KENDALL RD	12-4	R-1	Elec. right of way	0.63
7 CUMMINGS RD	13-10	R-1	Single-family	0.57
2 CUMMINGS RD	13-11	R-1	Single-family	1.52
39 CUMMINGS RD	13-23A	R-1	Single-family	1.00
41 CUMMINGS RD	13-24	R-1	Single-family	0.50
2 OLD KENDALL RD	13-34	R-1	Two-family	1.04
3 CUMMINGS RD	13-8	R-1	Single-family	0.26
1 CUMMINGS RD	13-8A	R-1	Single-family	0.72
KENDALL RD	13-9	R-1	Undeveloped	8.36
76 CUMMINGS RD	14-13	R-1	Land	2.79
525 DUNSTABLE RD	14-14	R-1	Land	18.44
CUMMINGS RD	14-14A	R-1	Undeveloped	0.63
CUMMINGS RD	14-15	R-1	Undeveloped	10.15
DUNSTABLE RD	14-16	R-1	Undeveloped	32.00
DUNSTABLE RD	14-21	R-1	Chapter 61 land	4.68
DUNSTABLE RD	14-21-1	R-1	Undeveloped	8.42
DUNSTABLE RD	14-22	R-1	Chapter 61 land	18.31
DUNSTABLE RD	14-22-1	R-1	State protected	2.09
DUNSTABLE RD	14-26-1	R-1	Undeveloped	1.27
			Total	119.06
25 parcels comprising 119.06 acres are zoned R-1				

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd/Cummings Rd Study Area: I-1/R-1 Zoned Parcels				
100 BUSINESS PARK DR	12-13	R-1/I-1	Factory	19.95
183 KENDALL RD	12-13A	R-1/I-1	Single-family	1.01
191 KENDALL RD	12-13B	R-1/I-1	Single-family	4.60
400 BUSINESS PARK DR	12-5	R-1/I-1	R&D building	6.21
187 KENDALL RD	12-8	R-1/I-1	Single-family	0.67
177 KENDALL RD	12-9	R-1/I-1	Single-family	2.00
6 CUMMINGS RD	13-13	R-1/I-1	Commercial warehouse	4.44
11 CUMMINGS RD	13-25	R-1/I-1	Multi-housing	38.00
8 TRADER CR	13-43	R-1/I-1	Industrial warehouse	3.34
5 TRADER CR	13-44	R-1/I-1	Land-Industrial	2.34
66 PROGRESS AV	13-45	R-1/I-1	Land-Industrial	1.87

Table C-4: Kendall Road/Cummings Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
CUMMINGS RD	14-17	R-1/I-1	State protected	2.97
ROUTE 3	14-18	R-1/I-1	State protected	2.48
			Total	89.88
13 parcels comprising 89.88 acres are zoned I-1/R-1				

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd./Cummings Rd. Study Area: B-2/I-1 Zoned Parcels				
94 KENDALL RD	13-1	B-2/I-1	Single-family	1.00
98 KENDALL RD	13-2	B-2/I-1	Land-Industrial	36.16
84 KENDALL RD	20-16	B-2/I-1	Land	26.96
			Total	64.12
3 parcels comprising 64.12 acres are zoned B-2/I-1				

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd./Cummings Rd. Study Area: B-4/I-1 Zoned Parcels				
44 CUMMINGS RD	13-18	I-1/B-4	Single-family	4.07
CUMMINGS RD	13-19-1	I-1/B-4	State protected	6.80
72 PROGRESS AV	13-46	I-1/B-4	Land-Industrial	2.01
78 PROGRESS AV	13-47	I-1/B-4	Factory	1.84
86 PROGRESS AV	13-48	I-1/B-4	Factory	2.03
PROGRESS AV	13-50-1	I-1/B-4	Office condo	1.84
PROGRESS AV	13-50-2	I-1/B-4	Municipal	0
PROGRESS AV	13-50-3	I-1/B-4	Office condo	0
73 PROGRESS AV	13-51	I-1/B-4	Industrial office	2.01
61 PROGRESS AV	13-52	I-1/B-4	Land-Industrial	3.29
			Total	23.89
8 parcels comprising 23.89 acres are zoned B-4/I-1				

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd./Cummings Rd. Study Area: B-4/R-1 Zoned Parcels				
CUMMINGS RD	13-21-1	R-1/B-4	State protected	4.97
56 CUMMINGS RD	13-22	R-1/B-4	Single-family	1.48
33 CUMMINGS RD	13-23	R-1/B-4	Pasture	12.00
90 PROGRESS AV	13-49	R-1/B-4	Industrial warehouse	3.28
			Total	21.73
4 parcels comprising 21.73 acres are zoned B-4/I-1				

Table C-4: Kendall Road/Cummings Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd./Cummings Rd. Study Area: B-2 Zoned Parcels				
70 KENDALL RD	20-10	B-2	Undeveloped	0.06
KENDALL RD	20-11	B-2	Undeveloped	0.37
KENDALL RD	20-12	B-2	Undeveloped	0.86
78 KENDALL RD	20-13	B-2	Single-family	2.00
82 KENDALL RD	20-14	B-2	Undeveloped	0.46
80 KENDALL RD	20-15	B-2	Single-family	0.56
86 KENDALL RD	20-17	B-2	Single-family	1.00
88 KENDALL RD	20-18	B-2	Single-family	1.00
90 KENDALL RD	20-19	B-2	Auto repair	2.00
1 FLINT RD	20-2	B-2	Single-family	0.89
81 KENDALL RD	20-23	B-2	Single-family	1.00
77 KENDALL RD	20-24	B-2	Two-family	1.50
75 KENDALL RD	20-25	B-2	Single-family	1.63
69 KENDALL RD	20-26	B-2	Single-family	1.60
63 KENDALL RD	20-27	B-2	Single-family	1.23
67 KENDALL RD	20-27A	B-2	Single-family	1.23
51 KENDALL RD	20-28	B-2	Multi-housing	2.16
45 KENDALL RD	20-29	B-2	Single-family	1.04
23 KENDALL RD	20-30	B-2	Church	1.58
9 KENDALL RD	20-31	B-2	Single-family	1.82
54 KENDALL RD	20-4	B-2	3-family	2.19
62 KENDALL RD	20-5	B-2	Single-family	0.27
64 KENDALL RD	20-6	B-2	Two-family	0.56
66 KENDALL RD	20-7	B-2	Single-family	0.45
70 KENDALL RD	20-8	B-2	Two-family	1.20
76 KENDALL RD	20-9	B-2	Single-family	0.44
16 KENDALL RD	20A-10	B-2	Single-family	0.15
18 KENDALL RD	20A-11	B-2	Single-family	0.21
20 KENDALL RD	20A-12	B-2	Single-family	0.32
KENDALL RD	20A-14	B-2	Municipal	0.19
36 KENDALL RD	20A-17	B-2	Apt. 4-8	0.50
KENDALL RD	20A-29A	B-2	Land	0.25
26 KENDALL RD	20A-55	B-2	Municipal	0.52
10 KENDALL RD	20A-56	B-2	Municipal	0.20
4 KENDALL RD	20A-8	B-2	Municipal	0.25
12 KENDALL RD	20A-9	B-2	Two-family	0.23
			Total	31.92
36 parcels comprising 31.92 acres are zoned B-2				

Table C-4: Kendall Road/Cummings Road Study Area Zoning Breakdown (cont'd)

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd./Cummings Rd. Study Area: B-2/R-1 Zoned Parcels				
48 KENDALL RD	20A-18	B-2/R-1	Telephone Exchange	2.29
			Total	2.29
1 parcel comprising 2.29 acres is zoned B-2/R-1				

Address	Lot	Zoning	Land Use	Acreage
Kendall Rd./Cummings Rd. Study Area: I-1 Zoned Parcels				
8 OLD KENDALL RD	12-11	I-1	Single-family	1.07
KENDALL RD/ROUTE 3	13-0	I-1	Exit ramps	12.87
4 CUMMINGS RD	13-12	I-1	Commercial warehouse	1.03
20 CUMMINGS RD	13-14	I-1	Factory	5.71
26 CUMMINGS RD	13-15	I-1	Factory	8.26
30 CUMMINGS RD	13-18A	I-1	Single-family	0.79
40 CUMMINGS RD	13-20	I-1	Single-family	2.04
123 KENDALL RD	13-28	I-1	Single-family	0.94
115 KENDALL RD	13-29	I-1	Single-family	1.68
116 KENDALL RD	13-3	I-1	Land-Industrial	17.97
99 KENDALL RD	13-30-1	I-1	State-other	6.60
6 PROGRESS AV	13-35	I-1	Land-Industrial	3.13
12 PROGRESS AV	13-36	I-1	Industrial warehouse	4.18
18 PROGRESS AV	13-37	I-1	Land-Industrial	8.86
24 PROGRESS AV	13-38	I-1	Land-Industrial	1.93
30 PROGRESS AV	13-39	I-1	Industrial warehouse	1.92
132 KENDALL RD	13-4	I-1	Undeveloped	0.36
36 PROGRESS AV	13-40	I-1	Land-Industrial	1.85
42 PROGRESS AV	13-41	I-1	Land-Industrial	1.85
4 TRADER CR	13-42	I-1	Land-Industrial	2.39
KENDALL RD	13-5	I-1	Municipal	0.29
31 PROGRESS AV	13-53	I-1	Factory	5.15
11 PROGRESS AV	13-55	I-1	Land-Industrial	2.22
5 PROGRESS AV	13-56	I-1	Factory	1.84
ROUTE 3	13-6	I-1	Chapter 61 land	11.02
87 KENDALL RD	20-126	I-1	Municipal	4.60
85 KENDALL RD	20-20	I-1	Single-family	0.70
			Total	111.25
27 parcels comprising 111.25 acres are zoned I-1				

Table C-5: BU/Sycamore Networks Study Area Zoning Breakdown

Address	Lot	Zoning	Land Use	Acreage
<u>BU/Sycamore Networks Study Area: B-3/I-1 Zoned Parcels</u>				
50 WESTFORD RD	21-23-1	B-3/I-1	Accessory land	102.31
<u>BU/Sycamore Networks Study Area: R-1/I-1 Zoned Parcels</u>				
24 OLD TYNG RD	22-26	R-1/I-1	Chapter 61 land	118.09
<u>BU/Sycamore Networks Study Area: R-1 Zoned Parcels</u>				
72 TYNG RD	28-63	R-1	Private School	177.27

Appendix D

Assessed Value and Property Tax Data by Study Area

Table D-1: Middlesex Road Study Area - 2006 Property Taxes

Address	Lot	Owner	2006 Assessment	2006 Taxes
404 Middlesex Rd	11-1-A1	LGD Realty Trust	70,600	\$818.96
404 Middlesex Rd	11-1-A2	MTM Realty Trust	45,800	\$531.28
404 Middlesex Rd	11-1-B1	Perras Realty Trust	60,200	\$698.32
404 Middlesex Rd	11-1-B2	LMC4 Realty Trust	59,500	\$690.20
404 Middlesex Rd	11-1-C1	LMC5 Realty Trust	88,100	\$1,021.96
404 Middlesex Rd	11-1-C2	Dunn Joseph R	84,700	\$982.52
404 Middlesex Rd	11-1-D1	LMC7 Realty Trust	64,800	\$751.68
404 Middlesex Rd	11-1-D2	LMC8 Realty Trust	59,800	\$693.68
404 Middlesex Rd	11-1-E1	Lamb Ray E	59,500	\$690.20
404 Middlesex Rd	11-1-E2	Zabbo Evelyn M	56,000	\$649.60
404 Middlesex Rd	11-1-F1	Heard Susan B	59,200	\$686.72
404 Middlesex Rd	11-1-F2	Zabbo Francis A	56,900	\$660.04
Route 3	11-11	Commonwealth Of Mass	21,000	0
Route 3	11-12	Commonwealth Of Mass	117,100	0
462 Middlesex Rd	11-13	Sanders Associates, Inc.	478,500	\$5,550.60
460 Middlesex Rd	11-14	Jordans Furniture Inc	327,000	\$3,793.20
459 Middlesex Rd	11-15	Winchester Land Dev Corp Inc	146,700	\$1,701.72
455 Middlesex Rd	11-16	Winchester Land Dev Corp Inc	156,500	\$1,815.40
451 Middlesex Rd	11-17	Winchester Land Dev Corp Inc	308,800	\$3,582.08
441 Middlesex Rd	11-18	J C Penney Properties	1,468,400	\$17,033.44
439 Middlesex Rd	11-19	Commonwealth Of Mass	80,300	0
406 Middlesex Rd	11-2	Middlesex Rd Realty Tr	879,300	\$10,199.88
435 Middlesex Rd	11-20	Pheasant Lane Rlty Tr	2,568,700	\$29,796.92
431 Middlesex Rd	11-21	Pheasant Lane Realty Tr	1,074,800	\$12,467.68
425 Middlesex Rd	11-22	Dave-Ron Realty Trust	515,700	\$5,982.12
413 Middlesex Rd	11-23	Pheasant Lane Realty Tr	2,406,700	\$27,917.72
409 Middlesex Rd	11-24	Abdallah George	186,900	\$2,168.04
Middlesex Rd	11-25	Elkareh Joseph K + Mary M	5,300	\$61.48
405 Middlesex Rd	11-26	Elkareh Joseph K + Mary M	287,700	\$3,337.32
397 Middlesex Rd	11-27	Middlesex Rd Nom Tr li 397-399	601,800	\$6,980.88
405 Middlesex Rd	11-28	Elkareh Joseph K + Mary M	3,500	\$40.60
395 Middlesex Rd	11-29	New England Power Co	599,200	\$6,950.72
422 Middlesex Rd	11-3	Ockam Realty LLC	677,000	\$7,853.20
426 Middlesex Rd	11-4	Boulanger Family Non Tr	461,400	\$5,352.24
440 Middlesex Rd	11-5	Tyn Limited Partnership	12,978,100	\$150,545.96
Route 3	11-6	Commonwealth Of Mass	550,600	0
22 Locust Ave	12-27	Town Of Tyngsborough	203,200	0
Locust Ave	12-28	New England Power Co	64,400	\$747.04
Locust Ave	12-29	Town Of Tyngsborough	13,500	0
Route 3	12-29A	Greenbaum Tyngsborough Realty Trust	813,300	\$9,434.28
54 Locust Ave	12-32	Blood Realty Trust	580,700	\$6,736.12

Table D-1: Middlesex Road Study Area - 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
60 Locust Ave	12-33	Marshall Steven D	281,200	\$3,261.92
394 Middlesex Rd	12-35	Realty Income Corporation	1,470,900	\$17,062.44
398 Middlesex Rd	12-35A	New England Power Co	267,800	\$3,106.48
386 Middlesex Rd	12-36	Dream Realty Trust	875,000	\$10,150.00
384 Middlesex Rd	12-37	Dream Realty Trust	301,100	\$3,492.76
383 Middlesex Rd	12-38	Twinco Realty Llc	1,490,200	\$17,286.32
375 Middlesex Rd	12-39	Town Of Tyngsborough	14,200	0
371 Middlesex Rd	12-40	DiRocco Donato	23,600	\$273.76
370 Middlesex Rd	12-41	Joseph Peter	244,900	\$2,840.84
378 Middlesex Rd	12-42	Sarantos Peter J	321,600	\$3,730.56
380 Middlesex Rd	12-42A	Sarantos Peter J	264,900	\$3,072.84
Locust Ave	12-43	Bell Edward B	10,609	\$123.06
23 Locust Ave	12-44	Cobleigh Frank E + Rita B	17,000	\$197.20
Kendall Rd	12-46	Modern Continental	13,800	\$160.08
342 Middlesex Rd	12-49	Davis John M	387,200	\$4,491.52
338 Middlesex Rd	12-49A	Franks Realty Trust	400,300	\$4,643.48
101 Pondview Pl	12-51-101	Burato Vanderlei	181,000	\$2,099.60
102 Pondview Pl	12-51-102	Haines William P Jr	184,200	\$2,136.72
103 Pondview Pl	12-51-103	Spodick John A	195,700	\$2,270.12
104 Pondview Pl	12-51-104	Thomas Matthew	195,700	\$2,270.12
105 Pondview Pl	12-51-105	Campbell Aileen A	211,400	\$2,452.24
201 Pondview Pl	12-51-201	Flanagan Joseph J + Jeanne L	181,000	\$2,099.60
202 Pondview Pl	12-51-202	Kopparapu Sugunakar	184,200	\$2,136.72
203 Pondview Pl	12-51-203	Barton Michael R H	195,700	\$2,270.12
204 Pondview Pl	12-51-204	Santos Roy L	195,700	\$2,270.12
205 Pondview Pl	12-51-205	Timothy Janice E &	203,200	\$2,357.12
301 Pondview Pl	12-51-301	Tessier Maureen Aka	187,500	\$2,175.00
302 Pondview Pl	12-51-302	Pacewicz Brett C &	204,600	\$2,373.36
303 Pondview Pl	12-51-303	Leblanc David J	204,600	\$2,373.36
304 Pondview Pl	12-51-304	Whitman Anthony	197,900	\$2,295.64
401 Pondview Pl	12-51-401	Bradbury William M	181,000	\$2,099.60
402 Pondview Pl	12-51-402	Garvey Cheryl A	184,200	\$2,136.72
403 Pondview Pl	12-51-403	O'Brien Janice M	195,700	\$2,270.12
404 Pondview Pl	12-51-404	Ward Cheryl A	195,700	\$2,270.12
405 Pondview Pl	12-51-405	Lavoie Celina Shirley	197,900	\$2,295.64
501 Pondview Pl	12-51-501	Dooley Kimberly A &	185,400	\$2,150.64
502 Pondview Pl	12-51-502	Butler Walter D &	184,200	\$2,136.72
503 Pondview Pl	12-51-503	Houle Jean	195,700	\$2,270.12
504 Pondview Pl	12-51-504	Miles Amy M	195,700	\$2,270.12
505 Pondview Pl	12-51-505	Eng Richard	198,300	\$2,300.28
1 Pondview Pl	12-51B-1	Family Mutual Savings Bank	174,000	\$2,018.40
10 Pondview Pl	12-51B-10	Yu, Zhong Yao	63,500	\$736.60

Table D-1: Middlesex Road Study Area - 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
11 Pondview Pl	12-51B-11	Bogacz Mark F	59,100	\$685.56
12 Pondview Pl	12-51B-12	Oylho Massachusetts Nom Trust	65,800	\$763.28
13 Pondview Pl	12-51B-13	Yankowskas Property	59,200	\$686.72
14 Pondview Pl	12-51B-14	Oylho Massachusetts	56,800	\$658.88
15 Pondview Pl	12-51B-15	Yankowskas Property	53,300	\$618.28
16 Pondview Pl	12-51B-16	Dilligaf Mass Nominee Trust	49,700	\$576.52
17 Pondview Pl	12-51B-17	Donabedian Nazig	49,700	\$576.52
2 Pondview Pl	12-51B-2	GFI Massachusetts Nominee Tr	56,000	\$649.60
3 Pondview Pl	12-51B-3	K + M Realty Trust	55,100	\$639.16
4 Pondview Pl	12-51B-4	Bohica Mass Nominee Trust	53,600	\$621.76
5 Pondview Pl	12-51B-5	K + M Realty Trust	48,000	\$556.80
6 Pondview Pl	12-51B-6	K + M Realty Trust	61,100	\$708.76
7 Pondview Pl	12-51B-7	K + M Realty Trust	53,600	\$621.76
8 Pondview Pl	12-51B-8	Salois Paul &	55,100	\$639.16
9 Pondview Pl	12-51B-9	Body Destinations LLC	49,000	\$568.40
93 Kendall Rd	13-30	Brox Industries Inc	1,309,700	\$15,192.52
298 Middlesex Rd	19-1	Boucher Jeanne M,	207,600	\$2,408.16
293 Middlesex Rd	19-10	O'Neill Martha G	48,000	\$556.80
289 Middlesex Rd	19-11	O'Neill Martha G	251,500	\$2,917.40
304 Middlesex Rd	19-1A	Lambert Patricia A	145,900	\$1,692.44
306 Middlesex Rd	19-1B	Lambert Patricia A	50,600	\$586.96
310 Middlesex Rd	19-2	Town Of Tyngsborough	87,100	0
127 Farwell Rd	19-24	Salvesen Bryant C	318,700	\$3,696.92
312 Middlesex Rd	19-3	Town Of Tyngsborough	61,000	0
316 Middlesex Rd	19-4	Town Of Tyngsborough	108,100	0
324 Middlesex Rd	19-5	Lambros Michelle Eno	292,500	\$3,393.00
18 Pondview Pl	19-51A	Tyngsboro-Pond Street Rlty Tr	1,136,500	\$13,183.40
346 Middlesex Rd	19-6	Chisholm Family Trust	239,200	\$2,774.72
352 Middlesex Rd	19-7	Meadowbrook Realty Trust	328,800	\$3,814.08
355 Middlesex Rd	19-8	Dac/Das Tyngsboro R.E. Tr The	16,300	\$189.08
355 Middlesex Rd	19-8	Dac/Das Tyngsboro R.E. Tr The	2,897,500	\$33,611.00
361 Middlesex Rd	19-8A	Laroc Assoc Inc	441,500	\$5,121.40
353 Middlesex Rd	19-8I	Gagnon Gerald J	489,700	\$5,680.52
347 Middlesex Rd	19-9	ORourke Edward J Jr	326,000	\$3,781.60
315 Middlesex Rd	19-9-1	Progress Properties LLC	1,850,900	\$21,470.44
220 Middlesex Rd	20-127	Commonwealth Of Mass	97,000	0
198 Middlesex Rd	20-1B	Town Of Tyngsborough	3,772,600	0
250 Middlesex Rd	20-30A	Town Of Tyngsborough	1,342,500	0
260 Middlesex Rd	20-32	Angell Realty Tr	894,600	\$10,377.36
266 Middlesex Rd	20-33	Constantine John R	392,800	\$4,556.48
Middlesex Rd	20-34	Hamel Victor E,	3,500	\$40.60
272 Middlesex Rd	20-35	Hamel Victor E	180,300	\$2,091.48

Table D-1: Middlesex Road Study Area - 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
276 Middlesex Rd	20-36	Belley Donald G	421,000	\$4,883.60
282 Middlesex Rd	20-37	Vanalst Nancy Elizabeth	397,900	\$4,615.64
25 Bryants Ln	20-38	Town Of Tyngsborough	2,576,400	0
290 Middlesex Rd	20-39	Flaherty Patrick J	4,400	\$51.04
4 Bryants Ln	20-21	Town Of Tyngsborough	367,500	0
3 Bryants Ln	20-22	Peterson Kenneth C &	309,100	\$3,585.56
292 Middlesex Rd	20-40	Lambert Patricia A	206,300	\$2,393.08
285 Middlesex Rd	20-41	O'Neill Martha G	421,800	\$4,892.88
273 Middlesex Rd	20-42	Jacoppi Joseph,	474,200	\$5,500.72
269 Middlesex Rd	20-43	Glavin Francis J	384,300	\$4,457.88
265 Middlesex Rd	20-44	Magoon Barbara E	256,400	\$2,974.24
261 Middlesex Rd	20-45	Sherburne Alan A	323,700	\$3,754.92
259 Middlesex Rd	20-46	Tiger Realty Trust	306,500	\$3,555.40
257 Middlesex Rd	20-47	Tyngsborough Realty Trust	224,000	\$2,598.40
253 Middlesex Rd	20-48	Parlee Mark C	255,100	\$2,959.16
3 Farwell Rd	20-57	The Thomas P Walsh Revoc Trust	326,800	\$3,790.88
1 Farwell Rd	20-58	Gerald C Tucke Trust	154,000	\$1,786.40
1 Ferry Ln	20-59	Gerald C Tucke Trust	48,900	\$567.24
175 Middlesex Rd	20A-1	Massachusetts Bay	27,800	0
216 Middlesex Rd	20A-4	Flint Pond Real Estate LLC	517,800	\$6,006.48
214 Middlesex Rd	20A-5	First Parish Unitarian	434,200	0
Middlesex Rd	20A-57	Town Of Tyngsborough	55,600	0
Middlesex Rd	20A-58	Town Of Tyngsborough	55,600	0
176 Middlesex Rd	21-12	Sullivan Farms Realty Trust	274,000	\$3,178.40
141 Middlesex Rd	21-13-12	CAE Realty Tr	349,700	\$4,056.52
141 Middlesex Rd	21-13-1	Loyer Darryl F	156,900	\$1,820.04
141 Middlesex Rd	21-13-4	Glenn L Dyer Fam Tr	123,800	\$1,436.08
141 Middlesex Rd	21-13-7	CAE Realty Tr	101,900	\$1,182.04
141 Middlesex Rd	21-13-10	J + S Nominee Trust	108,700	\$1,260.92
141 Middlesex Rd	21-13-11	CAE Realty Tr	88,100	\$1,021.96
141 Middlesex Rd	21-13-5	CAE Realty Tr	92,300	\$1,070.68
141 Middlesex Rd	21-13-6	CAE Realty Tr	93,600	\$1,085.76
141 Middlesex Rd	21-13-8	CAE Realty Tr	89,000	\$1,032.40
141 Middlesex Rd	21-13-9	A & B Nominee Trust	108,500	\$1,258.60
141 Middlesex Rd	21-13-3	CAE Realty Tr	98,100	\$1,137.96
135 Middlesex Rd	21-14	Tyngsboro Crossing Realty Tr	193,900	\$2,249.24
114 Middlesex Rd	21-15	Elkareh Joseph K	236,200	\$2,739.92
27 Old Tyng Rd	21-15A	Church Of Christ	537,400	0
116 Middlesex Rd	21-16	Tilton Avis B	272,400	\$3,159.84
120 Middlesex Rd	21-17	Ives Thomas C	262,500	\$3,045.00
122 Middlesex Rd	21-18	Gordon Kenneth W	210,600	\$2,442.96
130 Middlesex Rd	21-19	The Tyngsboro Plaza Trust	1,563,700	\$18,138.92

Table D-1: Middlesex Road Study Area - 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
47 Old Tyng Rd	21-19A	Grieco Eric &	329,400	\$3,821.04
134 Middlesex Rd	21-20	Hall Marcella L,	244,400	\$2,835.04
138 Middlesex Rd	21-21	Shaughnessy Marilyn G	171,900	\$1,994.04
142 Middlesex Rd	21-22	Lapierre Leon + Isabel T	184,900	\$2,144.84
156 Middlesex Rd	21-29	Massachusetts Electric Co	47,000	\$545.20
158 Middlesex Rd	21-30	Boyle Richard G	88,100	\$1,021.96
164 Middlesex Rd	21-31	New England Telephone	97,100	\$1,126.36
168 Middlesex Rd	21-32	Patel Jayesh	221,900	\$2,574.04
0 Middlesex Rd	21-37	Massachusetts Electric Co	207,200	\$2,403.52
166 Middlesex Rd	21-42	First Andover Corp,	161,500	\$1,873.40
1 Centercrest Dr	21-9-1	Peterson Heather A	196,600	\$2,280.56
10 Centercrest Dr	21-9-10	Lanen Michael W	200,400	\$2,324.64
11 Centercrest Dr	21-9-11	Anderson Craig	204,000	\$2,366.40
12 Centercrest Dr	21-9-12	Martino Janet M	196,600	\$2,280.56
13 Centercrest Dr	21-9-13	Collins Christopher G &	196,600	\$2,280.56
14 Centercrest Dr	21-9-14	Michaels Donna	196,600	\$2,280.56
15 Centercrest Dr	21-9-15	Field Gardner R	199,500	\$2,314.20
16 Centercrest Dr	21-9-16	Scapicchio Stephen A	201,100	\$2,332.76
17 Centercrest Dr	21-9-17	Mills Betty L	196,600	\$2,280.56
18 Centercrest Dr	21-9-18	Jenkins Mary J	199,400	\$2,313.04
19 Centercrest Dr	21-9-19	Leblond Roxanne	196,600	\$2,280.56
20 Centercrest Dr	21-9-20	Tompson Lisa	196,600	\$2,280.56
21 Centercrest Dr	21-9-21	Connolly Donna S	196,600	\$2,280.56
22 Centercrest Dr	21-9-22	DelPapa Dyanna T	196,600	\$2,280.56
23 Centercrest Dr	21-9-23	Williams Julie A	196,600	\$2,280.56
24 Centercrest Dr	21-9-24	Goodbody Anne Marie	196,600	\$2,280.56
25 Centercrest Dr	21-9-25	Rotolante Regina F	196,600	\$2,280.56
26 Centercrest Dr	21-9-26	Hildreth Thomas W	196,600	\$2,280.56
2 Centercrest Dr	21-9-2	Torres Milagros	199,500	\$2,314.20
3 Centercrest Dr	21-9-3	Bourque Mark J	196,600	\$2,280.56
4 Centercrest Dr	21-9-4	Rivard Rick &	196,600	\$2,280.56
5 Centercrest Dr	21-9-5	Jerome Lucille M	196,600	\$2,280.56
6 Centercrest Dr	21-9-6	Giadone Theresa Lucia	196,600	\$2,280.56
7 Centercrest Dr	21-9-7	McGrath Sharon V	196,600	\$2,280.56
8 Centercrest Dr	21-9-8	McCarthy Kathleen	196,600	\$2,280.56
9 Centercrest Dr	21-9-9	Miller Margaret M	201,100	\$2,332.76
111 Middlesex Rd	27-1	Aldrich Boyd F	193,900	\$2,249.24
111 Middlesex Rd	27-1	Aldrich Boyd F	291,600	\$3,382.56
115 Middlesex Rd	27-1-1	PJMD LLC	320,200	\$3,714.32
95 Middlesex Rd	27-2	Merrimac Landing Realty Trust	261,400	\$3,032.24
Middlesex Rd	27-3	Boucher Robert B	444,400	\$5,155.04
65 Middlesex Rd	27-4	GFI Tyngsboro LLC	3,125,600	\$36,256.96

Table D-1: Middlesex Road Study Area - 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
Middlesex Rd	27-5	Boston University, Trustees Of	115,100	0
Middlesex Rd	27-5A	Town Of Tyngsborough	112,600	0
Tyng Rd	27-5B	Town Of Tyngsborough	4,000	0
84 Middlesex Rd	27-6	Middlesex Rd Rlty Trust 84-86	276,900	\$3,212.04
86 Middlesex Rd	27-6A	Middlesex Rd Rlty Trust 84-86	13,000	\$150.80
90 Middlesex Rd	27-8	Cornwell Donald L	153,700	\$1,782.92
90 Middlesex Rd	27-8	Cornwell Donald L	175,700	\$2,038.12
90 Middlesex Rd	27-8	Cornwell Donald L	20,600	\$238.96
90 Middlesex Rd	27-8	Cornwell Donald L	197,800	\$2,294.48
104 Middlesex Rd	27-9	Serafini Frank Jr &	507,100	\$5,882.36
21 Old Tyng Rd	27-9-1	Serafini Frank Jr &	125,000	\$1,450.00
44 Middlesex Rd	28-101	Kalarities Marcia	278,300	\$3,228.28
46 Middlesex Rd	28-101-1	Conway Francis J	307,400	\$3,565.84
48 Middlesex Rd	28-101-2	Conway Francis J	161,000	\$1,867.60
50 Middlesex Rd	28-101A	Taylor William F	318,800	\$3,698.08
52 Middlesex Rd	28-102	Patel Jayesh J	311,100	\$3,608.76
60 Middlesex Rd	28-103	Mical Patrick T &	313,800	\$3,640.08
59 Middlesex Rd	28-104	Tobin Francis P	376,800	\$4,370.88
4 Bridgeview Cr	28-105-27	Yonge William & Marion	132,300	\$1,534.68
4 Bridgeview Cr	28-105-33	Steed Grace A + Mary B	137,200	\$1,591.52
4 Bridgeview Cr	28-105-39	Sloan Christine	140,100	\$1,625.16
4 Bridgeview Cr	28-105-45	Goss Paul M	132,300	\$1,534.68
4 Bridgeview Cr	28-105-51	McBrierty Lorene D,	137,200	\$1,591.52
4 Bridgeview Cr	28-105-57	Martel Robert,	140,100	\$1,625.16
4 Bridgeview Cr	28-105-13	Finnegan Karen M	133,000	\$1,542.80
4 Bridgeview Cr	28-105-21	MacDonald Dianne	135,800	\$1,575.28
4 Bridgeview Cr	28-105-5	Fox Richard L	128,400	\$1,489.44
4 Bridgeview Cr	28-105-25	Trudel Laureen L	125,200	\$1,452.32
4 Bridgeview Cr	28-105-29	Civinskas Wayne J	125,200	\$1,452.32
4 Bridgeview Cr	28-105-31	Karlsson Baldur + Dora	129,700	\$1,504.52
4 Bridgeview Cr	28-105-35	Emerson George R	129,700	\$1,504.52
4 Bridgeview Cr	28-105-37	McIntyre Daniel I	132,400	\$1,535.84
4 Bridgeview Cr	28-105-41	Miethe Francis J	132,400	\$1,535.84
4 Bridgeview Cr	28-105-43	Mackenzie Kim J + Gail F	125,200	\$1,452.32
4 Bridgeview Cr	28-105-47	Rental Associates Rlty Tr III	125,200	\$1,452.32
4 Bridgeview Cr	28-105-50	Metz Pamela A	129,700	\$1,504.52
4 Bridgeview Cr	28-105-54	Parker Carol M	129,700	\$1,504.52
4 Bridgeview Cr	28-105-56	Weeks John S,	132,400	\$1,535.84
4 Bridgeview Cr	28-105-60	Boucher Barbara A	132,400	\$1,535.84
4 Bridgeview Cr	28-105-10	Lage Robert M,	119,100	\$1,381.56
4 Bridgeview Cr	28-105-16	Coughlin Carleen A	119,100	\$1,381.56
4 Bridgeview Cr	28-105-18	Morash Julie A	121,500	\$1,409.40

Table D-1: Middlesex Road Study Area - 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
4 Bridgeview Cr	28-105-24	MacKenzie Kim J + Gail F	121,500	\$1,409.40
4 Bridgeview Cr	28-105-7	Erickson Donna B	115,100	\$1,335.16
4 Bridgeview Cr	28-105-8	Broadfield Robert D	115,100	\$1,335.16
4 Bridgeview Cr	28-105-9	Miller Charles W	119,100	\$1,381.56
4 Bridgeview Cr	28-105-11	McColl Thomas R	107,600	\$1,248.16
4 Bridgeview Cr	28-105-12	Boyle Francis J	107,600	\$1,248.16
4 Bridgeview Cr	28-105-19	Parker Lisa E	109,600	\$1,271.36
4 Bridgeview Cr	28-105-20	Janvrin David A	109,600	\$1,271.36
4 Bridgeview Cr	28-105-3	Knablin Kevin	104,100	\$1,207.56
4 Bridgeview Cr	28-105-4	Flounders Jane E,	104,100	\$1,207.56
4 Bridgeview Cr	28-105-23	Davidson Allan D Jr	121,500	\$1,409.40
4 Bridgeview Cr	28-105-48	Cadieux Steven T	125,200	\$1,452.32
4 Bridgeview Cr	28-105-28	Silva David A	132,300	\$1,534.68
4 Bridgeview Cr	28-105-34	Kavosi Mania S	137,200	\$1,591.52
4 Bridgeview Cr	28-105-40	Lemaire Leon O.LLL	140,100	\$1,625.16
4 Bridgeview Cr	28-105-46	Lukas Glenn A	132,300	\$1,534.68
4 Bridgeview Cr	28-105-52	Clasby Kevin	137,200	\$1,591.52
4 Bridgeview Cr	28-105-58	Varnum Shea R	140,100	\$1,625.16
4 Bridgeview Cr	28-105-14	Pynn Snadra L	133,000	\$1,542.80
4 Bridgeview Cr	28-105-22	Rental Associates Rlty Tr II	135,800	\$1,575.28
4 Bridgeview Cr	28-105-6	Hickey John J	128,400	\$1,489.44
4 Bridgeview Cr	28-105-26	Read Freddy A	125,200	\$1,452.32
4 Bridgeview Cr	28-105-30	Haverty Kevin &	125,200	\$1,452.32
4 Bridgeview Cr	28-105-32	Branon Kimberly A	129,700	\$1,504.52
4 Bridgeview Cr	28-105-36	Fantozzi Lucy A	129,700	\$1,504.52
4 Bridgeview Cr	28-105-38	Hayes Megan P	132,400	\$1,535.84
4 Bridgeview Cr	28-105-42	Zhang Ze,	132,400	\$1,535.84
4 Bridgeview Cr	28-105-44	Morris Mary	125,200	\$1,452.32
4 Bridgeview Cr	28-105-49	Dupras Mary	129,700	\$1,504.52
4 Bridgeview Cr	28-105-53	Fortin Janice A +	129,700	\$1,504.52
4 Bridgeview Cr	28-105-55	Vallent Heather	132,400	\$1,535.84
4 Bridgeview Cr	28-105-59	Murphy Barbara C	132,400	\$1,535.84
4 Bridgeview Cr	28-105-1	Richards Jennifer J &	115,100	\$1,335.16
4 Bridgeview Cr	28-105-15	Morrill Gerald R,	119,100	\$1,381.56
4 Bridgeview Cr	28-105-17	Ward Joseph	121,500	\$1,409.40
4 Bridgeview Cr	28-105-2	Fiore Brian	115,100	\$1,335.16
2 Bridgeview Cr	28-105A	Murray David E Trustee	794,200	\$9,212.72
1 Bridgeview Cr	28-105B-1	Martin J Flynn Realty Trust	55,000	\$638.00
1 Bridgeview Cr	28-105B-10	DKD Realty Trust	55,500	\$643.80
1 Bridgeview Cr	28-105B-11	Bergin Peter F + Charles K	55,500	\$643.80
1 Bridgeview Cr	28-105B-12	Alternative Supports Inc	55,500	\$643.80
1 Bridgeview Cr	28-105B-13	O'Neil Edward J	55,500	\$643.80

Table D-1: Middlesex Road Study Area - 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
1 Bridgeview Cr	28-105B-14	DKD Realty Tr	55,500	\$643.80
1 Bridgeview Cr	28-105B-15	ONeil Edward J	55,500	\$643.80
1 Bridgeview Cr	28-105B-16	DKD Realty Tr	55,500	\$643.80
1 Bridgeview Cr	28-105B-2	Pubsnet Incorporated	55,500	\$643.80
1 Bridgeview Cr	28-105B-3	Adnet Realty Trust	55,500	\$643.80
1 Bridgeview Cr	28-105B-4	Pubsnet Incorporated	55,500	\$643.80
1 Bridgeview Cr	28-105B-5	ONeil Donna M	55,500	\$643.80
1 Bridgeview Cr	28-105B-6	ONeil Edward J	55,500	\$643.80
1 Bridgeview Cr	28-105B-7	ONeil Donna M,	55,500	\$643.80
1 Bridgeview Cr	28-105B-8	ONeil Edward J + Donna M,	55,500	\$643.80
1 Bridgeview Cr	28-105B-9	Pubsnet Incorporated	55,500	\$643.80
47 Middlesex Rd	28-106	Conway Francis J	410,600	\$4,762.96
45 Middlesex Rd	28-107	Lowell Engineering Co Inc	237,300	\$2,752.68
39 Middlesex Rd	28-108	Floalf Realty Trust	347,300	\$4,028.68
33 Middlesex Rd	28-109-3	Hasche Robert A	93,600	\$1,085.76
33 Middlesex Rd	28-109-6	Dunbar Family Realty Trust	65,900	\$764.44
33 Middlesex Rd	28-109-1	Dunbar Family Realty Trust	46,900	\$544.04
33 Middlesex Rd	28-109-2	Dunbar Family Realty Trust	46,900	\$544.04
33 Middlesex Rd	28-109-8	Dunbar Family Realty Trust	46,900	\$544.04
29 Middlesex Rd	28-110	29 Middlesex Road LLC	401,100	\$4,652.76
23 Middlesex Rd	28-111	Taymar Realty LLC	610,200	\$7,078.32
Middlesex Rd	28-39	Taymar Realty LLC	9,000	\$104.40
65 Tyng Rd	28-64	Ferrari Realty Trust	243,400	\$2,823.44
3 Middlesex Rd	28-77	Bertos & Sons Realty LLC	151,200	\$1,753.92
7 Middlesex Rd	28-77A	Bertos & Sons Realty LLC	245,300	\$2,845.48
5 Middlesex Rd	28-77B	Bertos & Sons Realty LLC	389,900	\$4,522.84
1 Middlesex Rd	28-77C	Bertos & Sons Realty LLC	57,600	\$668.16
Newark St	28-82	Davis Edwin E	9,800	\$113.68
1 Tyng Rd	28-89	Bergeron Wilfred A	171,200	\$1,985.92
4 Middlesex Rd	28-90	Rose Realty Trust	243,500	\$2,824.60
10 Middlesex Rd	28-91	Trubey Marshall Q	331,300	\$3,843.08
Middlesex Rd	28-92	Town Of Tyngsborough	73,900	\$857.24
14 Middlesex Rd	28-93	Ackerly Communications Of	73,900	\$857.24
18 Middlesex Rd	28-94	Connor Thomas M	298,700	\$3,464.92
24 Middlesex Rd	28-95	Heroux Jeffrey J Trustee	241,200	\$2,797.92
1 First St	28-96	Gagnon Brian	329,800	\$3,825.68
32 Middlesex Rd	28-97	Chan Thi	340,100	\$3,945.16
36 Middlesex Rd	28-98	Lewis David I	353,700	\$4,102.92
40 Middlesex Rd	28-99	Philippon Richard J	315,000	\$3,654.00
Total	332 Properties		102,988,409	\$1,066,009.94

Table D-2: Westford Road Study Area – 2006 Property Taxes

Address	Lot	Owner	2006 Assessment	2006 Taxes
Kendall Rd	13-33	Commonwealth Of Mass	171,200	0
Kendall Rd	14-20	Brox Development Co Inc	22,400	\$259.84
Route 3	14-20A	Hunter Earl H	15,300	\$177.48
177 Westford Rd	15-11	Macdonald Gregg M &	322,200	\$3,737.52
173 Westford Rd	15-12	Perrault Guy A &	281,800	\$3,268.88
169 Westford Rd	15-13	Goldhammer Jerome S	341,800	\$3,964.88
163 Westford Rd	15-14	163 Westford Road Realty Trust	324,600	\$3,765.36
161 Westford Rd	15-15	161 Westford Road Realty Trust	245,000	\$2,842.00
157 Westford Rd	15-16	LDPAG Constantine Family Trust	224,700	\$2,606.52
155 Westford Rd	15-17	LDPAG Constantine Family Trust	363,300	\$4,214.28
160 Westford Rd	15-18	Flints Corner Realty Trust	101,000	\$1,171.60
162 Westford Rd	15-19	Tyngs Tarry Real Estate Inc	242,400	\$2,811.84
8 Westford Rd	15-20-8	Mandell Realty Trust	54,300	\$629.88
3 Westford Rd	15-20-3	Tyngs Tarry Real Estate Inc	71,600	\$830.56
26 Westford Rd	15-20-26	Tyngs Tarry Real Estate Inc	66,900	\$776.04
14 Westford Rd	15-20-14	Tyngs Tarry Real Estate Inc	66,400	\$770.24
23 Westford Rd	15-20-23	Tyngs Tarry Real Estate Inc	65,000	\$754.00
10 Westford Rd	15-20-10	Tyngs Tarry Real Estate Inc	68,100	\$789.96
16 Westford Rd	15-20-16	Tyngs Tarry Real Estate Inc	64,100	\$743.56
25 Westford Rd	15-20-25	Tyngs Tarry Real Estate Inc	63,400	\$735.44
15 Westford Rd	15-20-15	Tyngs Tarry Real Estate Inc	59,500	\$690.20
12 Westford Rd	15-20-12	Tyngs Tarry Real Estate Inc	65,800	\$763.28
2 Westford Rd	15-20-2	College Farm Road Trust	65,600	\$760.96
4 Westford Rd	15-20-4	Tyngs Tarry Real Estate Inc	65,300	\$757.48
24 Westford Rd	15-20-24	Tyngs Tarry Real Estate Inc	61,700	\$715.72
1 Westford Rd	15-20-1	Tyngs Tarry Real Estate Inc	64,500	\$748.20
17 Westford Rd	15-20-17	Aaron Pallet Corp	61,000	\$707.60
11 Westford Rd	15-20-11	Tyngs Tarry Real Estate Inc	63,900	\$741.24
13 Westford Rd	15-20-13	Tyngs Tarry Real Estate Inc	63,600	\$737.76
9 Westford Rd	15-20-9	Tyngs Tarry Real Estate Inc	60,000	\$696.00
20 Westford Rd	15-20-20	Tyngs Tarry Real Estate Inc	52,300	\$606.68
6 Westford Rd	15-20-6	Tyngs Tarry Real Estate Inc	55,100	\$639.16
19 Westford Rd	15-20-19	Tyngs Tarry Real Estate Inc	52,300	\$606.68
22 Westford Rd	15-20-22	Tyngs Tarry Real Estate Inc	52,300	\$606.68
21 Westford Rd	15-20-21	Tyngs Tarry Real Estate Inc	51,500	\$597.40
18 Westford Rd	15-20-18	Tyngs Tarry Real Estate Inc	51,200	\$593.92
5 Westford Rd	15-20-5	Tyngs Tarry Real Estate Inc	53,900	\$625.24
7 Westford Rd	15-20-7	Tyngs Tarry Real Estate Inc	47,600	\$552.16
Westford Rd	15-21	A M Development Corp	9,800	\$113.68
4 Old Stonehill Rd	15-21-12	Bourque Richard P	629,300	\$7,299.88
174 Westford Rd	15-21-13	Hemphill Gregory L,	454,100	\$5,267.56
170 Westford Rd	15-21-14	Solanki Dinesh &	415,600	\$4,820.96

Table D-2: Westford Road Study Area – 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
404 Dunstable Rd	15-27	Illg Steven C	281,000	\$3,260
406 Dunstable Rd	15-28	Illg Steven C	82,300	\$954.68
408 Dunstable Rd	15-29	Jankowski Mae L	231,300	\$2,683.08
410 Dunstable Rd	15-30	Bonnell Brandon G.	296,500	\$3,439.40
Westford Rd	15-31A	LDPAG Constantine Family Trust	125,400	\$1,454.64
137 Westford Rd	15-72	Karp Richard C	557,250	\$6,464.10
1 Westford Rd	20-1A	Edwards Virginia Life Estate	253,400	\$2,939.44
5 Westford Rd	21-11	Brown Gloria J	360,700	\$4,184.12
6 Industrial Wy	21-2	LDPAG Constantine Family Trust	181,500	\$2,105.40
100 Potash Hill Rd	21-23	Charles Mcansin Associates LP	3,083,400	\$35,767.44
300 Potash Hill Rd	21-23A	Vesper Park LLC	3,712,000	\$43,059.20
2 Industrial Wy	21-2A	Susa Partnership, L P,	2,741,900	\$31,806.04
1 Industrial Wy	21-2B	One Industrial Way Nominee Tr	925,300	\$10,733.48
3 Industrial Wy	21-2C	KB Properties LLC	157,900	\$1,831.64
5 Industrial Wy	21-2D	Town Of Tyngsborough	174,500	0
8 Industrial Wy	21-2E	HD Industrial Way LLC	352,100	\$4,084.36
Westford Rd	21-2F	Tyng li Realty Tr	208,000	\$2,412.80
95 Westford Rd	21-3	Allgrove Warren W Jr	1,116,900	\$12,956.04
Middlesex Rd	21-34	Notre Dame Training School Inc	78,400	0
Route 3	21-35	George Charles	24,364	\$282.62
Middlesex Rd	21-36	Notre Dame Training School Inc	60,400	0
28 Westford Rd	21-38	Rarr-Wood Realty Trust	490,000	\$5,684.00
99 Westford Rd	21-3B	Allgrove Warren W Jr	258,700	\$3,000.92
81 Westford Rd	21-4	Tyngsborough Sportsmen	60,634	\$703.35
90 Westford Rd	21-5	Tyngsborough Sportsmen	411,566	\$4,774.17
180 Middlesex Rd	21-7	Notre Dame Training School Inc	15,772,500	0
22 Westford Rd	21-8	Rarr-Wood Realty Trust	568,100	\$6,589.96
20 Westford Rd	21-9A	Town Of Tyngsborough	737,600	0
120 Westford Rd	22-1	Town Of Tyngsborough	415,900	0
403 Dunstable Rd	22-10	Rowsell Realty Trust	221,700	\$2,571.72
401 Dunstable Rd	22-11	Constantine Guy L	129,000	\$1,496.40
0 Westford Rd	22-1A	Town Of Tyngsborough	152,900	0
125 Westford Rd	22-1B	Town Of Tyngsborough	157,200	0
135 Westford Rd	22-1C	Poulios Thomas C	458,800	\$5,322.08
385 Dunstable Rd	22-2	Browning Ferris Ind Inc	2,458,400	\$28,517.44
150 Westford Rd	22-23	Flints Corner Realty Trust	1,783,200	\$20,685.12
6 Westech Dr	22-27-6	ADSP Realty Trust	106,800	\$1,238.88
24 Westech Dr	22-27-24	Alton Realty Trust	227,500	\$2,639.00
51 Westech Dr	22-27-51	Anderson Mark	90,100	\$1,045.16
52 Westech Dr	22-27-52	Anderson Mark	90,500	\$1,049.80
59 Westech Dr	22-27-59	Anderson Mark R	137,600	\$1,596.16

Table D-2: Westford Road Study Area – 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
17 Westech Dr	22-27-17	Applied Cad Knowledge Inc	278,800	\$3,234.08
65 Westech Dr	22-27-65	B + G Realty Trust	142,800	\$1,656.48
66 Westech Dr	22-27-66	B + G Realty Trust	133,000	\$1,542.80
79 Westech Dr	22-27-79	Biggs Judith A	111,700	\$1,295.72
15 Westech Dr	22-27-15	Blechman Richard N &	120,300	\$1,395.48
14 Westech Dr	22-27-14	Brac Realty Trust	106,800	\$1,238.88
32 Westech Dr	22-27-32	Brady Mark	106,800	\$1,238.88
73 Westech Dr	22-27-73	Briere Joseph C	108,600	\$1,259.76
74 Westech Dr	22-27-74	Briere Joseph C	108,600	\$1,259.76
67 Westech Dr	22-27-67	Burnat Mark	103,100	\$1,195.96
81 Westech Dr	22-27-81	C P Callahan + Sons Inc	128,500	\$1,490.60
12 Westech Dr	22-27-12	Carmichael Realty Trust	106,800	\$1,238.88
82 Westech Dr	22-27-82	Culbert Patrick L &	137,100	\$1,590.36
11 Westech Dr	22-27-11	Desousa Mark	109,700	\$1,272.52
30 Westech Dr	22-27-30	Desousa Mark	131,300	\$1,523.08
5 Westech Dr	22-27-5	Dewitt John F	125,400	\$1,454.64
31 Westech Dr	22-27-31	DMG Realty Trust	106,800	\$1,238.88
4 Westech Dr	22-27-4	Dormitzer Diane G	106,800	\$1,238.88
63 Westech Dr	22-27-63	Eisenklam David	145,400	\$1,686.64
7 Westech Dr	22-27-7	Fragala Robert J	109,200	\$1,266.72
8 Westech Dr	22-27-8	Fragala Robert J	110,700	\$1,284.12
9 Westech Dr	22-27-9	Fragala Robert J	110,700	\$1,284.12
13 Westech Dr	22-27-13	Hayward Realty Trust The	140,100	\$1,625.16
83 Westech Dr	22-27-83	Hd Massachusetts Nominee Trust	189,700	\$2,200.52
56 Westech Dr	22-27-56	Hyland Realty Corporation	220,800	\$2,561.28
71 Westech Dr	22-27-71	Jedd LLC	132,600	\$1,538.16
77 Westech Dr	22-27-77	Jerome T Belcastro Sr Rlty Tru	220,400	\$2,556.64
27 Westech Dr	22-27-27	Kaskons Peter J	216,660	\$2,513.26
1 Westech Dr	22-27-1	King Realty Trust	121,600	\$1,410.56
2 Westech Dr	22-27-2	Kleynen Kenneth W Jr	113,300	\$1,314.28
37 Westech Dr	22-27-37	Letendre William J	106,800	\$1,238.88
33 Westech Dr	22-27-33	Lomando Ralph G	106,800	\$1,238.88
34 Westech Dr	22-27-34	Lomando Ralph G	106,800	\$1,238.88
35 Westech Dr	22-27-35	Lomando Ralph G	109,900	\$1,274.84
36 Westech Dr	22-27-36	Lomando Ralph G	106,800	\$1,238.88
62 Westech Dr	22-27-62	Murphy Lawrence	130,800	\$1,517.28
3 Westech Dr	22-27-3	Mystic Realty Trust I	127,900	\$1,483.64
72 Westech Dr	22-27-72	Northeast Realty Trust	115,700	\$1,342.12
38 Westech Dr	22-27-38	P + M LLC	402,500	\$4,669.00
69 Westech Dr	22-27-69	Pm Horgan Realty Trust	220,900	\$2,562.44
80 Westech Dr	22-27-80	Severini + Associates Inc	118,900	\$1,379.24

Table D-2: Westford Road Study Area – 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
19 Westech Dr	22-27-19	Sigma Realty Trust	294,100	\$3,411.56
16 Westech Dr	22-27-16	Singleton Richard N	127,900	\$1,483.64
42 Westech Dr	22-27-42	STS Realty Trust	520,800	\$6,041.28
49 Westech Dr	22-27-49	STS Realty Trust	156,600	\$1,816.56
57 Westech Dr	22-27-57	Tanglis Ted	107,800	\$1,250.48
68 Westech Dr	22-27-68	Terra Aurum Trust	122,300	\$1,418.68
75 Westech Dr	22-27-75	Unit 75 Westech Realty Trust	189,000	\$2,192.40
29 Westech Dr	22-27-29	Valcam Realty Tr	130,400	\$1,512.64
10 Westech Dr	22-27-10	Westech Drive Realty Trust 10	106,800	\$1,238.88
58 Westech Dr	22-27-58	Westech Realty Trust	127,500	\$1,479.00
21 Westech Dr	22-27-21	Westech Rlty Tr 21-23	270,400	\$3,136.64
53 Westech Dr	22-27-53	White William R	171,800	\$1,992.88
Westford Rd	22-27A	Tyng III Realty Trust	167,600	\$1,944.16
Dunstable Rd	22-3	George Dorothy	54,100	\$627.56
156 Westford Rd	22-7	Flints Corner Realty Trust	102,800	\$1,192.48
400 Dunstable Rd	22-9	400 Dunstable Rd Landholdings	1,192,500	\$13,833.00
Westford Rd/Route 3	21-X	Commonwealth Of Mass	NA	0
Westford Rd/Route 3	21-Y	Commonwealth Of Mass	NA	0
TOTAL		142 properties	55,064,874	\$433,193.58

Table D-3: East Tyngsborough Study Area – 2006 Property Taxes

Address	Lot	Owner	2006 Assessment	2006 Taxes
2 Curtis Rd	20-107	Demas Alexander J	369,700	\$4,288.52
9 Indian Ln	20-109	Laforge Paul W	314,800	\$3,651.68
11 Indian Ln	20-110	Kinney Milton M Jr	409,100	\$4,745.56
7 Indian Ln	20-110-1	Diffenbacher Brenda	349,600	\$4,055.36
3 Indian Ln	20-110-2	Patel Ketan K & Jalpa K &	441,300	\$5,119.08
25 Sherburne Av	20-115	Tissnes Aurelio	258,400	\$2,997.44
21 Sherburne Av	20-116	Shepard Daniel R	413,400	\$4,795.44
17 Sherburne Av	20-117	Wooster Stephen E	432,400	\$5,015.84
11 Sherburne Av	20-118	Cassidy Patrick A	297,100	\$3,446.36
13 Sherburne Av	20-118A	Galloway Richard J	352,000	\$4,083.20
7 Sherburne Av	20-119	Price Edith	231,300	\$2,683.08
Pawtucket Blvd	20-60-1	Pak Phil S	40,600	\$470.96
Frost Rd	20-60-2	Pak Phil Su	21,600	\$250.56
Frost Rd	20-60-3	Pak Phil Su	40,900	\$474.44
Frost Rd	20-60-4	Murco Inc	43,100	\$499.96
Pawtucket Blvd	20-60-5	Pak Phil S	53,600	\$621.76
8 Pawtucket Blvd	20-61	Town Of Tyngsborough	132,400	0
10 Pawtucket Blvd	20-62	Town Of Tyngsborough	92,700	0
12 Pawtucket Blvd	20-63	Tyngchoate Inc	256,100	\$2,970.76
16 Pawtucket Blvd	20-64	Clarke Blakely L	295,500	\$3,427.80
18 Pawtucket Blvd	20-65	Riley Spencer E	219,800	\$2,549.68
24 Pawtucket Blvd	20-66	Biscornet Mandra Riley &	303,200	\$3,517.12
26 Pawtucket Blvd	20-67	Riley Joelyn	459,500	\$5,330.20
Sherburne Av	20-67A	Riley Joelyn	12,600	\$146.16
30 Pawtucket Blvd	20-68	Reiss Joseph G Jr	298,400	\$3,461.44
36 Pawtucket Blvd	20-68A	Singleton Richard N	139,400	\$1,617.04
40 Pawtucket Blvd	20-69	Patenaude Christine L	221,100	\$2,564.76
44 Pawtucket Blvd	20-70	Lemire Kenneth J	265,400	\$3,078.64
Pawtucket Blvd	20-72A-31	Langlois Theresa J	178,400	\$2,069.44
Pawtucket Blvd	20-72A-32	Bagley Lisa K	178,400	\$2,069.44
Pawtucket Blvd	20-72A-33	Mullek Frank W &	178,400	\$2,069.44
Pawtucket Blvd	20-72A-34	Bhardwaj Bhu Dev + Sumana	182,400	\$2,115.84
Pawtucket Blvd	20-72A-35	Avila Sandra J	178,400	\$2,069.44
Pawtucket Blvd	20-72A-36	Masalehdan Ebrahim	178,400	\$2,069.44
Pawtucket Blvd	20-72A-37	Pittner Hans C	178,400	\$2,069.44
Pawtucket Blvd	20-72A-38	Przystajko Janusz	181,900	\$2,110.04
Pawtucket Blvd	20-72A-39	Joyal Paula M &	178,400	\$2,069.44
Pawtucket Blvd	20-72A-40	Milisci Joseph F	185,400	\$2,150.64
2 Frost Rd	20-86	Farrington Scott A	270,300	\$3,135.48
4 Parker Ln	20-87	Hughes Joel S	292,300	\$3,390.68
Parker Ln	20-88	Anderson Kathleen Ann &	130,800	\$1,517.28
6 Parker Ln	20-89	Anderson Kathleen &	440,000	\$5,104.00

Table D-3: East Tyngsborough Study Area – 2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
8 Parker Ln	20-90	Page Merle E	260,700	\$3,024.12
10 Parker Ln	20-91	Johnson Karen S	246,100	\$2,854.76
Frost Rd	20-93	Town Of Tyngsborough	180,600	0
22 Frost Rd	20-94	MacDonald David J	252,200	\$2,925.52
47 Pawtucket Blvd	20-75	Clohesy Robert G	328,400	\$3,809.44
Pawtucket Blvd	20-76	Lemire Kenneth J	25,200	\$292.32
Pawtucket Blvd	20-0	Unknown	NA	NA
29 Pawtucket Blvd	20-79	Singleton Richard N	11,900	\$138.04
19 Pawtucket Blvd	20-80	Riley Joelyn +	12,100	\$140.36
Pawtucket Blvd	20-82	Riley Spencer E & Thelma W	11,500	\$133.40
Pawtucket Blvd	20-82A	Riley Helene S	11,100	\$128.76
15 Pawtucket Blvd	20-83	Clarke Blakely L	11,100	\$128.76
11 Pawtucket Blvd	20-84	National Carpet Centers Of	11,300	\$131.08
1 Pawtucket Blvd	20-85	National Carpet Center Of	415,200	\$4,816.32
TOTAL		56 Properties	11,474,300	\$128,395.76
NA- Not Available				

Table D-4: Kendall Rd./Cummings Rd. –2006 Property Taxes

Address	Lot	Owner	2006 Assessment	2006 Taxes
178 Kendall Rd	12-1	Gray Richard A + Rachel	328,800	\$3,814.08
10 Old Kendall Rd	12-10	Gray Richard A + Rachel,	209,900	\$2,434.84
8 Old Kendall Rd	12-11	McVicker Michael E	325,300	\$3,773.48
6 Old Kendall Rd	12-11A	Babbitt Tricia G	444,100	\$5,151.56
4 Old Kendall Rd	12-12	Bourassa Richard A + Doris M	311,800	\$3,616.88
100 Business Park Dr	12-13	Tyngsborough Bus Pk LLC #100	2,849,300	\$33,051.88
183 Kendall Rd	12-13A	Johnson Michael Sr + Linda I	278,200	\$3,227.12
191 Kendall Rd	12-13B	Richardson Ralph W	418,500	\$4,854.60
182 Kendall Rd	12-2	Choate Richard H &	272,800	\$3,164.48
186 Kendall Rd	12-3	Nowak Paul J + Barbara J	322,500	\$3,741.00
190 Kendall Rd	12-4	New England Power Co	107,800	\$1,250.48
Business Park Drive	12-5	TBP West Campus Llc	1,138,700	\$13,208.92
187 Kendall Rd	12-8	Russell Wesley W &	277,900	\$3,223.64
177 Kendall Rd	12-9	Morton Herbert F	329,700	\$3,824.52
Kendall RD/ROUTE 3	13-0	Commonwealth Of Mass	NA	0
94 Kendall Rd	13-1	Allgrove Warren W Jr	261,400	\$3,032.24
7 Cummings Rd	13-10	Cochran Kevin D & Debra J	276,600	\$3,208.56
2 Cummings Rd	13-11	Hader Fozi Y	329,200	\$3,818.72
4 Cummings Rd	13-12	R + L Realty Tr	368,800	\$4,278.08
6 Cummings Rd	13-13	Dana Sterling Llc	627,300	\$7,276.68
20 Cummings Rd	13-14	Amram Realty Trust	341,700	\$3,963.72
26 Cummings Rd	13-15	Cyber Realty Trust	734,200	\$8,516.72
44 Cummings Rd	13-18	Hunter Earl H,	321,000	\$3,723.60
30 Cummings Rd	13-18A	Connell W G & L G Trustees Of	361,400	\$4,192.24
Cummings Rd	13-19-1	Commonwealth Of Mass	38,100	0
98 Kendall Rd	13-2	Brox Stephen M + Frank A,	1,000,600	\$11,606.96
40 Cummings Rd	13-20	Hunter Earl H,	306,800	\$3,558.88
0 Cummings Rd	13-21-1	Commonwealth Of Mass	36,600	0
56 Cummings Rd	13-22	Warren Kenneth S	291,000	\$3,375.60
33 Cummings Rd	13-23	Hunter E H + Clarke B L Lf Est	1,380	\$16.01
39 Cummings Rd	13-23A	Tyson Charlotte M,	335,300	\$3,889.48
41 Cummings Rd	13-24	Clarke Blanche L Life Estate	295,000	\$3,422.00
11 Cummings Rd	13-25	Grm Realty Tr	175,425	\$2,034.93
123 Kendall Rd	13-28	Reekie Raymond Webster Jr &	160,100	\$1,857.16
115 Kendall Rd	13-29	Powers Brian	256,600	\$2,976.56
116 Kendall Rd	13-3	Hill John	472,700	\$5,483.32
99 Kendall Rd	13-30-1	Commonwealth Of Mass	235,300	0
2 Old Kendall Rd	13-34	Ferriera Lynne G,	350,400	\$4,064.64
6 Progress Av	13-35	Diamond Usa Inc	231,000	\$2,679.60
12 Progress Av	13-36	Malcolm G Stevens Inc	1,652,300	\$19,166.68
18 Progress Av	13-37	Tyngsboro Sports Realty Trust	266,800	\$3,094.88
24 Progress Av	13-38	Tyngsboro Sports Realty Trust	189,300	\$2,195.88

Table D-4: Kendall Rd./Cummings Rd. –2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
30 Progress Av	13-39	Logan Realty Trust	679,700	\$7,884.52
132 Kendall Rd	13-4	Matarazzo Anthony S	6,700	\$77.72
36 Progress Av	13-40	Logan Realty Trust	181,200	\$2,101.92
42 Progress Av	13-41	Logan Realty Trust	181,800	\$2,108.88
4 Trader Cr	13-42	Crane Realty Trust,	210,000	\$2,436.00
8 Trader Cr	13-43	589 Pleasant Street Realty LLC	468,800	\$5,438.08
5 Trader Cr	13-44	Pine Tree Realty Trust	208,400	\$2,417.44
66 Progress Av	13-45	Pine Tree Realty Trust	182,900	\$2,121.64
72 Progress Av	13-46	Logan Realty Trust	196,400	\$2,278.24
78 Progress Av	13-47	Phoenix Realty LLC	661,800	\$7,676.88
86 Progress Av	13-48	Tct Properties LLC	478,800	\$5,554.08
90 Progress Av	13-49	Hep Properties Llc	667,900	\$7,747.64
0 Kendall Rd	13-5	Town Of Tyngsborough	6,200	0
73 Progress Av	13-51	Hunters Pond LLC	555,100	\$6,439.16
Progress Av	13-50-1	Watershed Properties LLC	211,800	\$2,456.88
Progress Av	13-50-2	Tyngsborough Water District	166,400	0
Progress Av	13-50-3	Watershed Properties LLC	440,900	\$5,114.44
73 Progress Av	13-51	Hunters Pond LLC	444,100	\$5,151.56
61 Progress Av	13-52	Pine Tree Realty Trust	235,000	\$2,726.00
31 Progress Av	13-53	Masalehdan Ebi	1,202,400	\$13,947.84
11 Progress Av	13-55	Progress Properties LLC,	204,300	\$2,369.88
5 Progress Av	13-56	Progress Properties LLC	930,000	\$10,788.00
Route 3	13-6	Lacerte Dorothy Grace Trustee	19,535	\$226.61
3 Cummings Rd	13-8	Jordan Alberton + Ramona J,	172,200	\$1,997.52
1 Cummings Rd	13-8A	Jordan Alberton + Ramona,	476,900	\$5,532.04
Kendall Rd	13-9	Gray Richard A + Rachel A	39,900	\$462.84
76 Cummings Rd	14-13	George Dorothy	27,100	\$314.36
525 Dunstable Rd	14-14	George Charles Sr + James Trs	85,600	\$992.96
Cummings Rd	14-14A	George Dorothy	2,500	\$29.00
Cummings Rd	14-15	George Charles Sr + James Tr	26,900	\$312.04
Dunstable Rd	14-16	George Charles Sr + James Tr	139,400	\$1,617.04
Cummings Rd	14-17	Commonwealth Of Mass	22,500	0
Route 3	14-18	Commonwealth Of Mass	16,300	0
Dunstable Rd	14-21	George James Charles Trustee	6,686	\$77.56
Dunstable Rd	14-21-1	George James Charles Trustee	39,044	\$452.91
Dunstable Rd	14-22	George Charles	1,945	\$22.56
Dunstable Rd	14-22-1	Commonwealth Of Mass	13,800	0
Dunstable Rd	14-26-1	George Charles	4,200	\$48.72
70 Kendall Rd	20-10	Allgrove Marie	6,400	\$74.24
0 Kendall Rd	20-11	Allgrove Marie	8,600	\$99.76
0 Kendall Rd	20-12	Allgrove Marie	10,900	\$126.44
87 Kendall Rd	20-126	Town Of Tyngsborough	535,600	0

Table D-4: Kendall Rd./Cummings Rd. –2006 Property Taxes (cont'd)

Address	Lot	Owner	2006 Assessment	2006 Taxes
78 Kendall Rd	20-13	Ruiter Eugene J	280,600	\$3,254.96
82 Kendall Rd	20-14	Allgrove Warren W Jr	9,000	\$104.40
80 Kendall Rd	20-15	Buchanan Bobby L	242,100	\$2,808.36
84 Kendall Rd	20-16	Elkareh Joseph K + Mary M	222,900	\$2,585.64
86 Kendall Rd	20-17	Bell George A	260,900	\$3,026.44
88 Kendall Rd	20-18	Choate Fred A	240,400	\$2,788.64
90 Kendall Rd	20-19	Allgrove Warren W Jr	344,100	\$3,991.56
1 Flint Rd	20-2	Carignan Donald	361,600	\$4,194.56
85 Kendall Rd	20-20	Burgess Jennifer J &	170,400	\$1,976.64
81 Kendall Rd	20-23	Kelly S D & S J Life Estate	273,000	\$3,166.80
77 Kendall Rd	20-24	Silva Timothy E	346,200	\$4,015.92
75 Kendall Rd	20-25	Duggan Sean A &	250,200	\$2,902.32
69 Kendall Rd	20-26	Derienzo Jeffrey M	321,300	\$3,727.08
63 Kendall Rd	20-27	Sperounis Kathleen A F	277,400	\$3,217.84
67 Kendall Rd	20-27A	Derbyshire Louise G	371,300	\$4,307.08
51 Kendall Rd	20-28	Vernadakis James A	504,100	\$5,847.56
45 Kendall Rd	20-29	Leonard Orrin	345,600	\$4,008.96
23 Kendall Rd	20-30	Evangelical Church	638,100	0
9 Kendall Rd	20-31	Parkin Anne E	522,300	\$6,058.68
54 Kendall Rd	20-4	Provencher Robert	370,000	\$4,292.00
62 Kendall Rd	20-5	Anderson John E &	251,300	\$2,915.08
64 Kendall Rd	20-6	Johnson M Michael	219,200	\$2,542.72
66 Kendall Rd	20-7	Emerson Charles L	265,800	\$3,083.28
70 Kendall Rd	20-8	Allgrove Marie	286,800	\$3,326.88
76 Kendall Rd	20-9	Cunha Tony &	252,400	\$2,927.84
16 Kendall Rd	20A-10	Rabasco James P &	212,800	\$2,468.48
18 Kendall Rd	20A-11	Kydd Robert L Jr	148,600	\$1,723.76
20 Kendall Rd	20A-12	Bown Linda A	330,100	\$3,829.16
0 Kendall Rd	20A-14	Town Of Tyngsborough	7,800	0
36 Kendall Rd	20A-17	J J + D Realty Trust	408,700	\$4,740.92
48 Kendall Rd	20A-18	New England Telephone	619,400	\$7,185.04
0 Kendall Rd	20A-29A	Leonard Orrin + Carolyn	80,300	\$931.48
26 Kendall Rd	20A-55	Town Of Tyngsborough	326,200	0
10 Kendall Rd	20A-56	Town Of Tyngsborough	188,200	0
4 Kendall Rd	20A-8	Town Of Tyngsborough	109,400	0
12 Kendall Rd	20A-9	Kydd Robert L Jr	264,600	\$3,069.36
TOTAL		119 properties	38,031,315	\$414,013.45

Table D-5: Sycamore Networks/BU Study Area – 2006 Property Taxes

Address	Lot	Owner	2006 Assessment	2006 Taxes
50 Westford Rd	21-23-1	Sycamore Networks Real Estate	5,752,900	\$66,733.64
24 Old Tyng Rd	22-26	Elkareh Joseph + Mary M	78,200	\$907.12
72 Tyng Rd	28-63	Boston University, Trustees Of	11,583,400	0
TOTAL		3 properties	17,414,500	\$67,640.76

Appendix E

Town Center Overlay District Overview

Town Center Overlay District Bylaw

The Town Center Overlay District is established as an overlay district, superimposed over other districts established by this Bylaw. The rules and regulations of the underlying zoning districts, and all other applicable regulations remain in effect. Where land falls within the Flood Plain and Floodway District or the Wetlands District, such land shall be governed by the additional requirements and prohibitions of such districts.

Purpose

The purposes of the Town Center District are to:

- Encourage designs that promote the historic nature and value of the Center, while creating a sense of place and community by fostering a unified appearance and distinct identity;
- Maintain the natural, scenic and cultural character of the area, including vistas of the Merrimack River and Flint Pond;
- Promote the development of a compact, pedestrian-oriented Town Center consisting of mixed-uses and providing a broad range of housing choices;
- Promote a diverse mix of residential, business, commercial, office, institutional, educational, cultural and entertainment activities for residents, workers, and visitors while encouraging the reuse of historic properties;
- Guide future development and reuse proposals through the implementation of design guidelines which reflect the historic quality of the area;
- Encourage pedestrian oriented development to help support Town Center businesses through roadway design considerations, shared parking and pedestrian facilities and amenities; and
- Provide economic development and employment opportunities by attracting new investment.

Permitted Uses:

The following permitted uses are suggested in the Town Center District:

General Uses:

- Agriculture
- Conservation
- Recreation

Residential Uses:

- Single Family
- Two Family
- Multi-family
- Artist live/work
- Temporary Independent Living Quarters

Governmental, Institutional, and Public Services Uses:

- Municipal
- Educational
- Religious
- Public or Private Utility Facilities
- Post Office

Business Uses (need to determine appropriate size)

- Retail store
- Professional Offices
- Financial services
- Restaurant (should fast food be allowed if the drive thru is prohibited and the architecture appropriate?)
- Hotel, Inn (of limited size)
- Bed and Breakfast
- Lodge or Club
- Combined business and dwelling
- Personal services
- General services
- Studio
- Lounge or Pub
- Amusement facility indoor
- Parking facility
- Commercial broadcasting
- Day care facility
- Fairs, carnivals, etc.
- Outdoor sales of holiday trees
- Farmer's Market, Farm Stand
- Performance theater
- Museum
- Art gallery

Prohibited Uses

It is recommended that the following uses be prohibited within the Town Center Overlay District:

General Uses

- Earth Removal

Governmental, Institutional, and Public Services Uses

- Nursing Home
- Hospital
- Correctional facilities
- Cemeteries

Business Uses

- Retail uses (over a certain size, to be determined)
- Professional Offices (over a certain size, to be determined)
- Funeral Home
- Veterinary Care
- Commercial kennel
- Building Trade Shop
- Commercial recreation
- Commercial and trade school
- Amusement facility outdoor
- Motor vehicle service station
- Car wash
- Motor vehicle repair or body shop
- Light vehicle sales
- Commercial breeding facility
- Airport
- Heliport
- Rifle range
- Zoo
- Boarding Houses
- Marina
- Self Service Gas Station

Industrial Uses

- Warehouse
- Mini-warehouse
- Construction Yard
- Lumber Yard
- Heating fuel sales and service
- Heavy manufacturing
- Heavy vehicle sales
- Heavy vehicle repairs
- Light manufacturing
- Industrial Office/R&D
- Waste Treatment

- Waste Recovery
- Waste Transfer Facility
- Public transit vehicle parking

Other Uses

- Storage
- Truck terminal
- Slaughterhouse and similar processing
- Solid waste disposal
- Massage parlors
- Biological research
- Adult entertainment
- Telecommunication towers

Appendix F

Corridor Overlay District Bylaw Overview

Middlesex Road Corridor Overlay:

The corridor overlay would apply to all residential, commercial and industrial properties along the Middlesex Road corridor. The purpose of the Corridor Overlay District is to supplement the underlying zoning districts with standards that are specific to and appropriate for this particular area of Tyngsborough. The Corridor Overlay District is particularly directed at enhancing the visual quality of the corridor that serves as the primary gateway to Tyngsborough. The overlay district would be created along the corridor in the area from the Chelmsford line to the intersection of Middlesex Road and Westford Road, and from the intersection of Bryants Lane north to the Tyngsborough/Nashua line.

The landscape and visual quality of a community provides a sense of pride and sets it apart from other places. Special views and vistas, such as those of the Merrimack River that can be found along the Middlesex Road corridor, contribute significantly to the quality of life, add to the value of property, and enhance the desirability and livability of the community. The quality of development in the vicinity of a well-recognized landmark or outstanding view, can drastically affect the experience of visitors and residents. In order to protect these views, it is often wise to adopt zoning bylaws and site plan review regulations that recognize the need to maintain these distinctive views. One way in which this can be accomplished is by allowing a density bonus or by permitting greater density on selected portions of a lot in exchange for protecting an identified view. A reduction in side yard and set back requirements may also be permitted when the reduction would result in maintaining or providing better views from the roadway or adjoining property.

In protecting eye level or ground level views, such as those along the Merrimack River, it is important to control building height and spacing, as well as placement of fences, shrubs and trees. Buildings along a shoreline, placed so as to create a solid wall effect, not only obstruct views of the river, but also adversely affect the shoreline's visual quality from the river. While the Corridor Overlay bylaw may control height and location of structures, the only way to assure that a view is properly protected is through good site planning and administrative review.

The objectives of the Middlesex Road Corridor Overlay District are to:

- Enhance the quality and compatibility of development along the corridor;
- Encourage appropriate redevelopment of vacant, underutilized, and blighted property;
- Promote safe and efficient vehicular and pedestrian movement along the corridor;
- Encourage innovative development projects that utilize appropriate design, and incorporate suitable landscaping and amenities; and
- Preserve and enhance the streetscape and scenic vistas, and maintain the character of the corridor, particularly along southern portions of the corridor where agricultural lands and river vistas remain.

In order to achieve these objectives, it is recommended that the town develop design guidelines that include consideration of the following:

- Minimize the number of building signs and directional signs to avoid repetition and visual clutter.
- Parking areas should consist of separated parking fields that are aesthetically pleasing, landscaped to screen views and located so as to not be the dominant feature along the roadway.
- Parking structures and lots should be designed to contribute to an attractive appearance of the streetscape, and provide safe pedestrian access. To promote pedestrian awareness, the use of alternative paving materials is strongly encouraged to clearly delineate pedestrian traffic areas.
- A shopping center, office complex or similar group of buildings should be arranged in such a manner as to minimize the impact of vehicle parking areas along the roadway with buildings fronting the roadway and parking located towards the center of the development away from the roadway.
- Long, monotonous facade designs, including those characterized by unrelieved repetition of shape or form, or by unbroken extension of line should be avoided.
- A reduction in the parking requirement should be given for those applicants that can provide data and documentation that indicates that parking demand is less than that required under the current bylaw. Shared parking may be used to reduce the number of required spaces. A minimum of 1.5 parking spaces per residential unit should, however, be required.
- The proposed architectural character, landscaping, scale, massing, and materials of the structure or building, and the exterior lighting should be compatible with the design guidelines that are to be developed by the town. Consideration should be given to compatibility with adjacent properties.
- A landscaping plan for each project within the district is essential for the visual enhancement of the corridor, and to protect and promote the appearance, character and economic value of land along the corridor. Natural landscape forms utilizing native species that minimizes maintenance should be encouraged.
- Sidewalks should be required for all portions of a parcel that front along a public roadway.
- The Overlay Bylaw should provide some flexibility in the siting of buildings and other structures in order to protect river views.
- The means of access to individual parcels should be that which effectively minimizes the creation of new intersections and individual site access locations along the corridor, thereby preserving roadway capacity and enhancing safety. The use of shared entrances/exits should be encouraged.

Appendix G

Draft Industrial Zoning Article for Town Meeting

Article

To see if the Town will vote to amend, the Tyngsborough Zoning Bylaw in the following manner:

§2.10.00

Delete reference to the I-2 Zoning District

§2.11.30

Delete current section and replace with the following:

2.11.30

Table of Permitted Uses

	Residential			Business Uses				Industrial
Principal Uses	R-1	R-2	R-3	B-1	B-2	B-3	B-4	I-1
<u>General Uses</u>								
Agricultural	P	P	P	P	P	P	P	P
Conservation	P	P	P	P	P	P	P	P
Earth Removal	O	O	O	O	O	O	O	SS
Recreation	P	P	P	P	P	P	P	P
<u>Residential Uses</u>								
Single Family Dwelling	P	P	P ⁵	O	O	O	O	O
Two Family Dwelling	O	O	P ⁵	O	O	O	O	O
Multi-Family Dwelling ¹	O	O	SPB-R	O	O	O	O	O
Temporary Independent Living Quarters ⁶	SPB	SPB	SPB	SPB	SPB	SPB	SPB	SPB
<u>Governmental, Institutional, and Public Services Uses</u>								
Municipal	P	P	P	P	P	P	P	P
Educational	SS	SS	SS	SS	P	P	P	O
Religious	P	P	P	P	P	P	P	P
Nursing Home	O	O	SPB	P	P	P	O	O
Public or Private Utility Facilities	SS	SS	SS	SS	SS	SS	SS	P
Hospitals	O	O	O	SS	SS	SS	SS	O
Correctional Facilities	O	O	O	O	O	O	O	SS
Cemeteries	P	P	P	O	O	O	O	P
Post Office	O	O	O	P	P	P	P	P

Table of Permitted Uses (Cont'd)

Principal Uses	R-1	R-2	R-3	B-1	B-2	B-3	B-4	I-1
<u>Business Uses²</u>								
Retail Store Less Than 5,000 G.S.F.	O	O	SPB-R	P	P	P	P	SPB-R
Retail Store More Than 5,000 G.S.F.	O	O	O	O	O	P	P	SPB-R
Professional Offices Less Than 15,000 GSF	O	O	SPB	SPB	SPB	P	P	O
Professional Offices More Than 15,000 GSF	O	O	O	O	O	SPB-R	SPB-R	SPB-R
Financial Service	O	O	O	SPB	SPB	P	P	O
Restaurant	O	O	SPB	SPB-R	SPB-R	P	P	SPB-R
Restaurant-Fast Food	O	O	O	O	O	P	P	SPB-R
Hotel, Inn or Motel	O	O	SPB	O	O	P	P	SPB
Combined Business and Dwelling	O	O	SPB	SPB	P	O	O	O
Lodge or Club	O	SS	SS	O	P	P	P	P
Funeral Home	O	O	SS	O	P	P	P	O
Veterinary Care	O	O	O	SS	P	P	P	O
Commercial Kennel	O	O	O	O	O	SS	SS	SS
Personal Services	O	O	O	SPB	SPB	P	P	SPB
General Services	O	O	O	SPB	SPB	P	P	SPB
Studio	O	O	O	SPB	P	P	P	P
Building Trade Shop	O	O	O	O	SS	P	P	P
Lounge or Pub	O	O	O	O	SS-R	SS-R	SS-R	O
Commercial Recreation	O	O	O	O	O	SS-R	SS-R	SS-R
Commercial and Trade School	O	O	O	O	SS	P	P	P
Amusement Facility Indoor	O	O	O	O	SS-R	SS-R	SS-R	O
Amusement Facility Outdoor	O	O	O	O	O	SS-R	SS-R	SS-R
Motor Vehicle Service Sta.	O	O	O	SS-R	SS-R	SS-R	SS-R	SS-R
Car Wash	O	O	O	O	O	SS-R	SS-R	SS-R
Motor Vehicle Repair or Body Shop	O	O	O	O	O	SS-R	SS-R	SS-R
Light Vehicle Sales	O	O	O	O	O	SS	SS	O
Vehicle Equipment Sales	O	O	O	O	O	SS	SS	O
Parking Facility	O	O	O	O	SS-R	SS-R	SS-R	SS
Commercial Breeding Facility	O	O	O	O	O	O	O	SS
Commercial Broadcast Facility (Excluding Studio)	O	O	O	O	SS	SS	SS	SS

2.11.30 Table of Permitted Uses (Cont'd)

	Residential			Business Uses				Industrial
Principal Uses	R-1	R-2	R-3	B-1	B-2	B-3	B-4	I-1
<u>Business Uses (Cont'd)</u>								
Airport-Fixed Wing Aircraft	O	O	O	O	O	O	O	SPB-R
Heliport	O	O	O	O	O	SPB	SPB	SPB-R
Rifle Range (Outdoor)	O	O	O	O	O	O	O	SS
Zoo	O	O	O	O	O	SS	SS	SS
Boarding Houses	O	O	SPB	O	O	O	O	O
Day Care Facility	SS	SS	SS	SS	SS	O	O	O
Marina	SPB	SPB	SPB	SPB	SPB	SPB	SPB	SPB
Self-Service Gas Stations	O	O	O	SS-R	SS-R	SS-R	SS-R	SS-R
<u>Industrial Uses</u> ³								
Warehouse	O	O	O	O	O	O	SPB-R	SPB-R
Mini-Warehouse	O	O	O	O	O	O	SPB-R	SPB-R
Construction Yard	O	O	O	O	O	O	SPB-R	SPB-R
Lumber Yard	O	O	O	O	O	SPB-R	SPB-R	SPB-R
Heating Fuel Sales and Service	O	O	O	O	O	SPB-R	SPB-R	P
Heavy Manufacturing	O	O	O	O	O	O	O	SPB-R
Heavy Vehicle Sales	O	O	O	O	O	O	SPB-R	SPB-R
Heavy Vehicle Repair	O	O	O	O	O	O	SPB-R	SPB-R
Light Manufacturing O	O	O		O	O	SPB-R		P
Industrial Office/R&D	O	O	O	O	O	O	SPB-R	P
Waste Treatment	O	O	O	O	O	O	O	O
Waste Recovery	O	O	O	O	O	O	O	SS-R
Waste Transfer Facility	O	O	O	O	O	O	O	O
Public Transit Vehicle Parking	O	O	O	O	O	O	O	P
<u>Other Uses</u>								
Storage	O	O	O	O	O	O	O	O
Truck Terminal	O	O	O	O	O	O	O	O
Slaughterhouse & Similar Processing	O	O	O	O	O	O	O	O
Solid Waste Disposal	O	O	O	O	O	O	O	O

2.11.30 Table of Permitted Uses (Cont'd)

Principal Uses	Residential			Business Uses				Industrial
	R-1	R-2	R-3	B-1	B-2	B-3	B-4	I-1
<u>Other Uses (Cont'd)</u>								
Massage Parlors	O	O	O	O	O	O	O	O
Biological Research	O	O	O	O	O	O	O	SS-R
Adult Entertainment	O	O	O	O	O	O	SS-R	O
Fairs, Carnivals, Etc. ⁴	O	O	O	O	SS-R	SS-R	SS-R	SS-R
Telecommunication Towers ⁷	O	O	O	O	O	O	O	O
Outdoor Sales of Holiday Trees, Etc. ⁸	O	O	O	SS	SS	SS	SS	SS
Farmer's Markets, Farm Stands, Etc. ⁹	O	O	O	SS	SS	SS	SS	SS

NOTES to Section 2.11.30

CODES	P	=	A Permitted Use
	O	=	A Prohibited Use
	SPB	=	Special Permit - Planning Board
	SS	=	Special Permit - Board of Selectmen
	-R	=	Suffix Denotes Site Plan Review (Also a Special Permit)

(Example - SS-R = Special Permit by the Board of Selectmen Plus a Site Plan Review Pursuant to Section 1.16.20)

- FOOTNOTES: #1 - See Section 4.12.00 Special Permits - Multi-Family Development
#2 - See Section 4.10.00 Special Permits - Major Business Use (For uses exceeding 3,000 G.S.F.)
#3 - See Section 4.11.00 Special Permits - Major Industrial Use (For uses exceeding 15,000 G.S.F.)
#4 - See Section 4.13.00 Special Permits - Fairs, Carnivals and Other Similar Events
#5 - Single Family Homes in the R-3 District shall require 44,000 square feet of area and 200 feet frontage, and duplexes in the R-3 District shall require 88,000 square feet of area and 400 feet frontage.
#6 - See Section 4.15.00 Special Permits Temporary Independent Living Quarters
#7 - See Section 4.16.00 Special Permits Telecommunication Towers
#8 - See Section 4.17.00 Special Permits - Outdoor Sales of Holiday Trees, Wreaths, or Similar Products
#9 - See Section 4.18.00 Special Permits - Farmer's Markets, Farm Stands, etc.

§2.11.50

Delete a portion of section entitled "Accessory Uses Permitted in the General Industrial District" in its entirety.

§2.12.50 Table of Standard Dimensional Requirements

Delete in its entirety and replace with the following:

§2.12.50 Table of Standard Dimensional Requirements.

Dimension	Zoning District							
	R1	R2	I/ R3	B1	B2	B3	B4	I-1
Minimum Lot Area (Square Feet) X 1,000	65	20	20	20	20	80	80	80
Minimum Lot Front- age (Lin. Feet)	200	75	75	100	50	150	150	200
Minimum Lot Width (Lin. Feet)	50	50	50	50	50	50	50	100
Minimum Front Yard (Lin. Feet)	30	30	30	30	30	75	75	100
Minimum Side Yard 2/ (Lin. Feet)	30	20	15	15	15	30	30	40
Minimum Rear Yard 2/ (Lin. Feet)	30	20	15	15	15	40	40	40
Minimum Open Space (Percent of Total Lot Area)	3/	N/A	N/A	N/A	N/A	25	25	25
Maximum Building Height (Lin. Feet)	4/ 36	4/ 36	4/ 36	4/ 36	4/ 36	5/ 40	5/ 40	6/ 45

1/ Multi-family development must comply with Section 4.12.00 of this By-law. Single family homes in the R-3 district shall require 44,000 square feet of area and 200 feet frontage, and duplexes in the R-3 district shall require 88,000 square feet of area and 400 feet of frontage.

2/ See Section 3.13.00 Buffering Screening and Grading.

3/ See Section 4.14.00 Open Space Residential Development

4/ Not to exceed 2 1/2 stories

5/ Not to exceed 3 stories

6/ Not to exceed 3 1/2 stories

§3.11.46

Delete reference to I-2 Districts

§3.12.41

Delete reference to I-2 Districts

§3.13.21

Delete reference to I-2 Districts

§3.13.33

Delete reference to I-2 Districts

Appendix H
Public Meeting Notice

TYNGSBOROUGH ECONOMIC DEVELOPMENT PLAN

NOTICE OF PUBLIC MEETING

DATE: Wednesday, June 14, 2006

TIME: 7:00 p.m.

LOCATION: Community Room
Tyngsborough Town Hall
25 Bryants Lane
Tyngsborough, MA

A Public Meeting will be held to present the draft recommendations of the Tyngsborough Economic Development Plan and to receive input from the public. The Plan has been developed by the Northern Middlesex Council of Governments, with the input of the Town's Economic Development Committee, and focuses on five geographic areas: the Middlesex Road corridor; Westford Road from Middlesex Road to Swan Road; the northern end of Pawtucket Boulevard; the Kendall Road/Cummings Road area; and the BU and Sycamore Networks parcels. The primary goal of the Economic Development Plan is to expand the Town's economic base, increase employment opportunities, and improve the quality of life for the Town's residents and workers.

Draft recommendations have been developed for each of the study areas and include zoning changes, economic development incentives, infrastructure investment, and improvements to the local permitting process. A summary of the recommendations may be found on NMCOG's website: www.nmcog.org.

For additional information, please contact Jay Donovan or Beverly Woods, at (978) 454-8021.